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American Railroad Journal.

New York, Saturday, February 13, 1864.

Practical Mechanical Engineering.

This well printed Octavo from the press of Henry Carey Baird, of Philadelphia, has contents worthy of its typography; it is a pleasing work to handle, and a valuable one to study. We alluded to it briefly in last week's JOURNAL, but it deserves more than a passing notice. Besides the original matter of the author Mr. Campin, an English writer, it contains observations on the construction of steam-boilers, furnaces for smoke prevention and explosions by Robert Armstrong, annotated by Mr. Bourne; rules for calculating the change of wheels for screws on a turning-lathe and for a wheel cutting machine by Mr. La Nieca; and on the management of steel, including forging, hardening, tempering, annealing, shrinking, expansion and case hardening by Mr. Ede, all important processes in the creation and stability of machines in metal.

To these are added a large number of steel and wood engravings, which explain the text, and guide the student in his researches.

Notwithstanding the multiplicity of modern

works on science and practical engineering, there is nevertheless felt to be a deficiency in their arrangement to make them immediately useful, and book learning in the shops therefore has not been so much extended or so popular. To remedy this the author evidently attempted the construction of a treatise which should combine "practical method, portability, and conciseness, and comprise all the general operations connected with mechanical engineering. He proceeds along methodically therefore in the present work from the beginning, and gives the natural condition of the minerals from which the metals of commerce are derived, and the methods of their manufacture, to the final combinations of the materials in the most perfect shape.

In the first chapter, the metallurgy of iron, copper, lead, tin, and zinc is considered; the nature and localities of the various metalliferous ores being described, and also the practical methods most usually employed for the reduction of metals to the conditions in which they occur in commerce; the apparatus required, and the principles upon which their action depends, and the mode of working them being also included.

Then follows a description of the various processes of forging and of the instruments used by smiths. After which the construction of patterns, the methods of forming moulds of various kinds, and of casting metals, are discussed.

The form and action of the cutting-tools of the engineer have been carefully detailed, a thorough knowledge of the requirements which must be satisfied, in order to secure their correct action, being most important, though a proper appreciation of the forms of the principal machine tools is scarcely less necessary; wherefore some sound examples of turning-lathes, shaping, slotting, drilling, planing, and other machines, have been illustrated and described. As a sequel to the foregoing descriptions, an account of workshop manipulation is given, so far as it admits of description.

The physical basis of the steam-engine is next considered; the more refined methods of analysis being avoided, so as to retain a strictly practical character. Dr. Joule's equivalent for the calculation of the amount of work to be obtained from

given quantity of heat is inserted, forming, as it does, a convenient means for the expression of quantities of heat. But it is derived from experiments upon the amount of heat generated by friction of liquids; and, therefore, the author does not feel justified in considering its application to thermo-motive engines demonstrated, the facts extant being insufficient for this purpose. Stimer's and Isherwood's experiments on the practical utility of using steam expansively have also been discussed at some length.

In the chapter on the Principles of Mechanical Construction, an attempt has been made so to generalize the theory of the action of levers, hydrostatic presses, &c., as to replace by a simple calculation, easily remembered and applied, the numerous rules and formulae which have hitherto been so abundantly supplied for levers, divided into various orders, and for other machinery, and which, being generally given without any notice of the reasoning upon which they are based, cannot be remembered, and frequently serve but to confuse the reader. The laws of falling bodies of rotatory motion, &c., are also explained.

The general forms of steam-engines, and principles of steam-boilers, and qualifications of various kinds of engines are briefly treated, followed by lengthy accounts of the form and manufacture of each principal element of the steam-engine, after which the form, action, and manufacture of various kinds of pumps and valves are treated.

Practical formulae for the length of boilers, descriptions of various kinds of boilers, and of the modes of constructing them, also accounts of the paddle-wheel, screw, and hydraulic propellers, with miscellaneous remarks upon some of the applications of steam-power, have also received due attention; and particular stress is laid upon the necessity of having reliable experiments upon steam-engines, and attention is drawn to the inferiority of modern engines in point of economy. It is indeed a fact much to be regretted, that notwithstanding the researches of scientific men, and the labors of practical engineers, no improvements have been made in the economy of the steam-engines since 1845. The remainder of the work is occupied by descriptions of examples of pumping, rotative, marine, locomotive, traction, and

steam fire-engines, concluding with a Glossary of the technical terms used throughout the work.

As in the account of the metallurgy of iron notice has been taken of the effects of various foreign ingredients with which the iron of commerce is always more or less contaminated, it has been thought advisable to add an Appendix containing the various methods of analyzing chemically the various ores of iron and specimens of iron, so as to enable those who may feel disposed to examine for themselves such samples as may come under their notice.

The examples of the machinery illustrated have been carefully selected, and every means taken to secure correctness of the Plates.

It will thus be seen how naturally by induction the student is led on from one step to another, and how readily he may perfect himself in the processes he desires to master. The glossary is a useful addition to the work giving precise ideas of technical terms most in use by machinists. We could have wished it had been more extended. We notice for example the omission of the word "slot," though a slotting machine is particularly described at page 57. We do not find it even in Weale's excellent and useful work on rudimentary Terms, which is perhaps the best of its kind.

We hope this brief review of Mr. Baird's American edition of Campin, will lead to its general use. The Mechanics and Engineers of this country have a large and original field before them. Just as they are intelligent and practical, will they advance themselves and enrich their Country. We have heavy national responsibilities to meet, perhaps in advance of the hands to provide for them for years to come; but by the use of steam, our natural hydraulic power, and the invention of labor-saving machinery, there will be no difficulty in performing the work of hundreds of millions of men with ease and profit. Let then this class of persons understand how much they can do, if they will, and how materially they may assist in making their country the most powerful, and the most desirable one on the face of the globe.

Huntingdon and Broad Top Mountain Railroad and Coal Company.

The receipts and expenses of this company for the years 1862 and 1863 have been as follows:

Receipts:	1863.	1862.
From freights on coal.	\$181,566 65	\$171,764 08
From merchandise and other freights	16,681 45	12,333 70
From passengers	17,354 64	10,955 59
From rent of mines and houses	8,869 04	11,193 52
From mail and express	2,106 66	1,894 92
From miscellan's items	678 45	13,265 75
	<hr/> \$227,256 89	<hr/> \$221,407 56
Expenses, viz:		
For motive power	\$46,835 94	\$30,870 10
For mainten'ce of way	49,092 39	71,755 80
For mainten'ce of cars	5,564 30	5,095 51
For conducting trans- portation	27,171 98	24,891 33
For mainten'ce of mines	860 63	2,080 32
For expenses of office at Philadelphia, in- cluding salaries, rent, stationery, printing, &c.	5,761 22	5,574 16
	<hr/> \$135,286 41	<hr/> \$148,767 22
Net earnings	<hr/> \$91,970 48	<hr/> \$72,640 84

Railroad Legislation in Iowa.

A bill has been introduced into the Iowa Legislature proposing to take away the land grants of all the railroads in that State, except that of the Keokuk, Fort Des Moines and Minnesota Railroad Company, and the passage of the bill is being very strongly urged by interested parties. The companies embraced in the bill are the Burlington and Missouri River, the Mississippi and Missouri, the Cedar Rapids and Missouri River, and the Dubuque and Sioux City. The ostensible reason is, that the companies have failed to complete the required number of miles within the time specified in the grant. The real object is, to force the railroad companies to relinquish their claims to certain lands lying in the Des Moines Valley, which are also claimed by the old Des Moines Navigation Company and its assigns, the Keokuk, Fort Des Moines and Minnesota Railroad Company.

New Jersey Railroad and Transp. Co.

The following is an abstract of the report of this company for the year ending December 31, 1863:

RECEIPTS.

From passengers	\$956,688 56
From freight	161,530 86
From U. S. mail, rents, express, freight and other sources	168,880 70
	<hr/> \$1,286,600 12

EXPENSES.

Maintaining railroad, bridges and buildings	\$109,885 92
Repairs of locomotives, cars and machinery	88,721 46
Fuel—cost and labor in preparing	107,915 90
Operating the road and transporting passengers and freight	273,194 64
Office expenses, salaries and contingencies	11,967 82
	<hr/> 591,685 74
Disbursed as follows, viz:	<hr/> \$694,914 38

Interest on bonds	\$41,050 00
Transit duty on passengers and freight	28,913 60
State tax on capital	21,989 00
Government tax	40,020 13
Dividends in cash, Aug. and Feb.	439,775 00
Profit and loss, to surplus earnings	123,166 65
	<hr/> \$694,914 38

The number of passengers transported over the road during the year was as follows:

Over the whole line of the road	583,918 1/2
Between Jersey City and Newark	1,495,387 1/2
" " Elizabeth	324,626 1/2
" " Rahway	79,330 1/2
" " N. Brunswick	108,985 1/2
All intermediate places	396,929

Total—not including commuters and free passengers

2,989,177 1/2

The number of miles run by passenger, freight and other trains was 567,986.

The number of tons of goods, wares and merchandise transported over the road during the year was as follows:

Over the whole line of the road	23,333 1/2
Between Jersey City and Newark	56,144
" " Elizabeth	5,634
" " Rahway	4,610
" " N. Brunswick	19,958 1/2

All intermediate places

57,438

Total

167,118

GENERAL STATEMENT.

Capital stock	\$4,897,800 00
Funded debt, including \$485,000 the cost of the property and privileges purchased of the Jersey Associates	642,500 00
Profit and loss, being surplus earnings represented by permanent improvements, and the property and cash stated below.	\$523,183 42
Less amount paid for re-laying road with new rails and other improvements	43,796 34
	<hr/> 479,387 08
Dividend 1st Jan., payable 1st Feb., 1863	219,887 50
	<hr/> \$5,739,574 58

Cost of railroad and equipments:

For graduation and masonry, bridges, superstructures, iron, passenger and freight stations, buildings and fixtures, engine and car houses, workshops, machinery and fixtures, engineering, land and land damages	\$3,640,516 65
Locomotives, tenders and snow plows	223,343 00
Cars—passenger, freight & baggage	225,170 00
Property, viz:	
Bridge, ferry, turnpike, and other stocks, real estates, ferry boats, privileges and fixtures, (including the property and privileges purchased of the Jersey associates for \$485,000)	1,461,305 92

Cash in bank, cash items, and balances due	189,239 01
	<hr/> \$5,739,574 58

President.—ALFRED L. DENNIS.

Treasurer.—H. J. SOUTHMAYD.

Sec'y and Gen'l Sup't.—F. WOLCOTT JACKSON.

The New Brunswick Railway Extension.

The people of the province of New Brunswick having apparently given up all expectation of a railway connection with Halifax by the inter-colonial route, are now looking to the United States, in the hope of increasing their commerce in that direction. It is therefore proposed to extend the European and North American Railroad westward, by the way of Douglass Valley, so as to accomplish this object. The plan of Mr. Burpee appears to have attracted the attention not only of the Press, but the St. John's Chamber of Commerce. The connection to be made is between Bangor and St. Johns. Arrangements have been made, it appears, for carrying out the work as far as Maine is concerned; the portion of the road as far as Milford is to be completed the present year, and a survey is to be made in the direction of Mattawamkeag and the New Brunswick frontier. The precise route, Mr. B. says, has not been specifically stated, but the one chiefly discussed in Bangor, passes from Bangor up the Penobscot as far as Mattawamkeag, thence nearly east to the Oromocto Lakes in New Brunswick, where it joins the Douglass Valley route as surveyed, and follows it to St. John. Mr. B. estimates the distance as follows:

From Bangor to Mattawamkeag	55 miles.
Mattawamkeag to N. Brunswick frontier	50 "
N. Brunswick frontier to St. Andrews line	5 "
St. Andrews line to St. John	75 "

Total

185 miles.

According to Mr. B.'s estimate the Branch to Fredericton from Hart's Mills will be 20 miles.

This will leave in all 295 miles to be completed, 105 in the State of Maine, and 80 miles of Trunk, and 20 of Branch in New Brunswick. The estimated distances by the proposed road would be as follows:

From St. John to Woodstock and Houlton..	125 m.
From Bangor to Woodstock and Houlton..	165 "
From St. John to Fredericton	62 "

The proposed or through line is, Mr. B. says, only a few miles longer than the shore line as surveyed under Morton. He says, too, that it can be built with less curvature and easier grades, and it will cost less; (at least \$6,000 per mile,) it goes through lands and forests of the best quality, it gives the shortest possible lines to both Fredericton and Woodstock, and is the only one likely to secure State aid in Maine; and it is the only line, in connection with western extension, to which the people of a great proportion of the Province will be willing to give their countenance and support. With regard to the cost of construction, he says:

"To make all the proposed connections, we have seen that 100 miles of railway will be required. The first 25 miles west from St. John will no doubt prove expensive, but the remainder, from a personal knowledge of the country the line will traverse, I can safely affirm, will be easily constructed. There will be very few bridges, and none of them expensive, very little rock cutting, if any, beyond the first 25 miles. No terminal stations at the West, and but small additions to our present buildings, &c., at this end, and but very little for land damages. Knowing these facts, and using the experience we have already gained, we should build and equip the road as good for all practical purposes as our present line, for \$30,000 per mile, but to meet all possible contingencies, add \$2,000 per mile more. We will then require a capital of \$3,200,000, the annual interest on which at 6 per cent, will be \$192,000, of which by our estimate, after deducting 50 per cent of receipts, we have provided \$185,500. By this we see that we only require from other sources \$6,500 a year, which with any other falling off or additional expense that may arise, will be more than made up to the Province by the increased traffic that it must bring to the present road, if not from the increase in business for the next four years."

After very minute calculations as to the traffic on the line, Mr. Burpee sums up the probable earnings as follows:

\$371,191

The commercial importance of St. John's is illustrated by the following figures:

The total value of imports into New

Brunswick for the year 1862, was \$6,200,000
 Of these there were from the U. States 3,000,000
 And into the city of St. John. 4,148,000
 Total value of exports same year was 3,856,538
 Of which there was from the city of St.

John..... 2,438,000
" From these figures we see that nearly five-sixths of the whole trade of New Brunswick is through St. John, so that what benefits St. John must benefit the whole Province. Now what is it that supports this trade and brings it to St. John? Is it not the vast resources of the upper St. John river, which are now poured down its valley to our city?"

We therefore perceive from the foregoing statements, that the proposed extension is a project which has indisputable merit, will be followed by

success, and give a large accession to the trade between the United States and the Eastern Provinces.

Philadelphia and Erie Railroad.

The annual meeting of this company was held in Philadelphia on the 8th inst. From the report of the managers which was presented, we learn that at the eastern end the track has been laid to the town of St. Mary's and at the western end as far as Wilcox, leaving but 24 miles of track to be laid to complete the entire line of road, 288 miles in length. On these 24 miles there yet remains to be done of grading a portion of five different sections, making in all less than 40,000 cubic yards, and on change of grade and strengthening banks about 50,000 yards, a large portion of which may be done with gravel trains after the track is completed and in running order. The masonry of the bridges of the unfinished portion is ready for the superstructures which are all framed, and can be raised at an early day in the spring. With the present force on the line all the grading can easily be prepared to receive the track during the next three months, and cars can be run in the early part of June next.

The managers have been disappointed in their intention of completing their road from Sunbury to the harbor of Erie, because of the difficulty of procuring laborers, and the still greater one of inducing them to remain in the comparatively undeveloped sections of the country. During the year 1,563 men were sent upon the line of the road by the contractor, at a cost of over \$13,000. This number of laborers could have completed the road had they remained, but a large portion left after working a few days, and some actually deserted before reaching their destination. Notwithstanding many perplexing circumstances, however, a greater number of miles of track have been brought into use during the past than the previous season.

The business on the finished portion of the road has been conducted during the past year in the most satisfactory manner; the receipts having exceeded those of the preceding year \$284,250. The following statement exhibits the receipts for the past four years:

1860	\$269,418	1862	\$443,418
1861	350,439	1863	727,666

The yield of the oil wells in northwestern Pennsylvania still continues, and such additional connections are contemplated as will secure to the road a large share of that important traffic. For the accommodation of the Lake business, the Company are now constructing an extensive pier in the harbor of Erie, upon which will be erected commodious warehouse and grain elevator. Arrangements have also been made jointly with the Lakeshore Railroad Company for the erection of a new and capacious passenger station house at Erie, and the work of preparing materials for the structure has already commenced.

The following gentlemen were elected a board of managers to serve for the ensuing year, viz: Messrs. William G. Moorehead, Ellis Lewis, Henry Duhring, D. K. Jackman, C. B. Wright, Edward

F. Gay, J. D. Whetham, P. Metcalf, S. G. Thompson, W. A. Galbraith.

Northern (Ogdensburg) Railroad.

At a meeting of the holders of the Second Mortgage bonds of this company, held in Boston on the 4th inst., George M. Barnard, Esq., was chosen Chairman, and Isaac D. Farnsworth, Esq., Secretary.

After the reading of the call for the meeting by the Secretary, Mr. J. C. Pratt stated that it had been called without any authoritative name being appended to the notice, but, notwithstanding, it seemed desirable that the holders of second bonds should meet and confer together upon matters upon which it was there interest to act. The Ogdensburg Railroad had become really the property of the second mortgage bondholders, and, therefore, it would seem that the object for which Trustees were appointed, had ceased. If the second mortgage bondholders are really the owners of the road, then it was quite time for them to take hold of the management of the road, to protect their own interests. There was no desire on his own part, or on the part of any one else, by any action which might be taken by the meeting, to reflect in any manner upon the management of the Trustees, but their doings were not definitely known, as they made no report to the bondholders.

known, as they made no report to the bondholders. The only indebtedness of the road is the first mortgage bonds, but the earnings of the road are increasing, and now pay the interest on the first bonds. He had no doubt that the Trustees had acted in good faith, but it was thought that such board was no longer needed, and that it was best for the second mortgage bondholders to manage their own property for themselves, inasmuch as under the present arrangement no one is responsible to meet the first bonds when they mature in 1869, and unless some action is taken, the second bond holders are likely to lose all their property in the road. This alone he considered an important reason why they should choose a President and Directors, or have some sort of an organization.

Mr. Pratt concluded his remarks by offering two propositions: first, that the meeting proceed to elect an Executive Committee of five bondholders, which shall have full powers to take any and all measures they may deem necessary to promote the interests of the bondholders; and second, authorizing the chairman to appoint a committee of three to retire, and nominate a list of five bondholders to serve as such Executive Committee. He expressed the hope that the bondholders would have the co-operation of the Trustees in adopting this measure.

Mr. J. S. Farlow stated that by the report from the State Engineer's department of New York for the last year it appeared that the road had earned \$73,000 more than enough to pay the interest on the first bonds, and this year the earnings had been \$108,000 over the sum necessary to pay the interest on those bonds, and that \$42,000 of this amount had been expended for iron and other materials. He also stated that although the stock had been held at a very low figure at one period the road was now earning seven per cent. on stock at \$50, and he had been told the produce raised on the line of the road last fall for transportation was sufficient to employ the road through the winter without any other freight. He hoped such line of action would be opened at this meeting as would put the second bondholders in possession of the road within a very short time.

At the conclusion of Mr. Farlow's remarks, the Chairman put the question on the adoption of the propositions offered by Mr. Pratt, and the same were adopted without a dissenting voice, and

Messrs. E. H. Ashcroft, H. A. Church and Arthur Williams were appointed the committee to retire and nominate an Executive Committee.

While the nominating committee were absent, remarks in favor of the proposition made by Mr. Pratt were made by two or three other gentlemen, and, in accordance with the suggestion of one of them, gentlemen present affixed their signatures to a certificate stating the amounts of bonds held by each signer.

Mr. Eldridge, one of the Trustees, made a few remarks, and concluded by stating that he had no doubt they would join, and most cheerfully and cordially co-operate with the second bondholders in any legal measure which may advance their lawful rights and interests.

The nominating committee came in, and reported as their nominations for Executive Committee, Messrs. John C. Pratt, Jacob W. Pierce, John S. Farlow, Isaac S. Farnsworth and H. H. Boody. The report was accepted, and the meeting confirmed the nominations.

The Chairman stated that the signatures to the certificate of amount of bonds held, represented \$1,200,000.

After voting the Executive Committee power to fill any vacancies which may occur in their number, and to call meetings of bondholders whenever they may deem it expedient, the meeting dissolved.

New York State Banks.

The following summary gives the aggregate Resources and Liabilities of the Banks of the State of New York, as exhibited by their reports of their condition, on the morning of Saturday, December 26, 1863:

RESOURCES.

Loans and discounts	\$193,781,315
Overdrafts	\$592 and 642,708
Due from banks	21,712,285
Due from directors	\$7,053,713
Due from brokers	10,976,763
Real estate	6,500 and 8,627,977
Specie	26,685,669
Cash items	59,645,949
Stocks, promissory and United States 7-80 notes and indebtedness certificates	\$705,700 and 102,346,931
Bonds and mortgages	82,000 and 5,478,517
Bills of solvent banks and United States demand notes	25,239,319
Bills of suspended banks	\$65 302
Loss and expense account	1,480,437
Add for cents	908
	\$445,688,312

LIABILITIES.

Capital	\$109,535,785
Circulation	36,934,255
Profits	21,269,188
Due banks	43,124,671
Due individuals and corporations other than banks and depositors	3,307,015
Due Treasurer of the State of New York	5,388,155
Due depositors on demand	222,645,314
Amount due not included in either of the above heads	3,433,424
Add for cents	510
	\$445,688,312

The Wanpaca Railroad.

We are informed that our neighboring village of Wanpaca, now impatiently awaiting railroad facilities, has signified its willingness to issue town bonds to the amount of \$8,000 for the completion of the road to that place, provided the Chicago and Northwestern Railroad Co. will take them and complete the road in a shorter time than had been agreed upon by this Company. The proposition will doubtless be accepted; and in the spring the work will be pushed along vigorously until completed, which will be about the 1st of July.—*Steptown (Wis.) Times.*

Tonnage of the Competing Anthracite Lines.

Subjoined is a statement of the coal tonnage of the six competing lines, from 1856 (when the Lehigh Valley Railroad and the South Division of the Delaware, Lackawanna and Western Railroad were opened,) to 1863, both inclusive, showing the quantity of anthracite moved on each line towards the General Market, and the total from each of the three regions for each year with the percentage of the whole carried by the two Schuylkill Lines.

About the middle of December the Pennsylvania Coal Company began to forward coal by rail over the Erie Railroad to the Hudson River; so that henceforth there will be seven independent Anthracite Trunk Lines, leading out from the Mining Region to the general market on the Delaware, the Hudson, and farther East.

Years.

Schuylkill Canal.

Philadelphia and Reading Railroad.

Total via Schuylkill Valley.

Lehigh Canal.

Total via Lehigh Valley.

Delaware and Hudson Canal.

Delaware, Lackawanna and Western Railroad, South Division.

Total from Lackawanna Valley.

Total tons moved on six lines.

Proportion of grand total by the two Schuylkill lines.

Of the 8,312,348 tons of Anthracite, carried by the six competing lines from the three regions, a railroad and a canal from each, the percentage is divided thus:

Carried by the two Schuylkill lines... 45 per cent.

Lehigh lines... 23% "

Lackawanna lines... 32% "

With the developments in progress in the Mahanoy Coal Basin, and with the projected direct connection from the head of the Schuylkill Valley to the south end of the Wyoming Coal

Basin completed, the two Schuylkill lines will unquestionably carry 50 per cent. of the Anthracite supply to the great seaboard market.

Population and Valuation of States.

States.	Population.	Valuation.
Alabama	964,201	\$495,237,078
Arkansas	485,450	219,256,473
California	379,994	207,874,613
Connecticut	460,147	444,274,114
Delaware	112,216	46,242,181
Florida	140,425	73,101,500
Georgia	1,057,286	645,895,237
Illinois	1,711,951	871,860,282
Indiana	1,350,428	528,885,371
Iowa	674,913	247,388,265
Kansas	107,206	31,327,875
Kentucky	1,155,684	666,043,112
Louisiana	708,002	602,118,568
Maine	628,279	190,211,600
Maryland	687,049	376,919,944
Massachusetts	1,231,066	815,237,433
Michigan	749,113	257,163,983
Minnesota	172,123	52,294,413
Mississippi	791,305	607,324,911
Missouri	1,182,012	501,214,398
New Hampshire	326,073	156,310,860
New Jersey	672,085	467,918,324
New York	8,880,735	1,843,338,517
North Carolina	992,622	358,739,399
Ohio	2,339,511	1,193,898,422
Oregon	52,465	28,930,637
Pennsylvania	2,906,115	1,416,501,818
Rhode Island	174,620	135,837,584
South Carolina	703,708	548,138,754
Tennessee	1,109,801	493,908,892
Texas	604,215	365,200,614
Vermont	315,098	122,477,170
Virginia	1,246,620	634,599,745
West Virginia	349,698	158,649,936
Wisconsin	775,881	273,671,668

Principles Regulating the Liability of a Master for Injuries Suffered by his Servants.

The general principles of law applicable to cases where a servant suffers injury caused by the unskillfulness or negligence of another servant, for which the employer is not responsible, are stated at considerable length in the late case of *Wright vs. The New York Central Railroad Company*, decided in the Court of Appeals, December, 1862. The facts of the particular case are not necessary to an understanding of the doctrines here laid down.

The opinion of the Court was delivered by ALLEN J., who said:

Certain principles touching the liability of the master to the servant for injuries sustained by the latter in the course of his employment, have by the decisions in this State and several of the sister States as well as in England, become so well settled that they need only to be stated. They cannot be disturbed neither can their authority be disregarded.

1. A master is not responsible to those in his employ for injuries resulting from the negligence, carelessness, or misconduct of a fellow servant engaged in the same general business. (*Farwell vs. The Boston and Worcester Railroad Corp.*, 4 Met., 49; *Brown vs. Manvell*, 6 Hill, 592; *Coon vs. Syracuse and Utica Railroad Company*, 1 Seld., 492; *Sherman vs. Rochester and Syracuse Railroad Company*, 17 N. Y., 153; *Russell vs. Hudson River Railroad Co.*, id., 134; *Boldt vs. The New York Central Railroad Company*, 18 id., 432; *Hayes vs. The Western Railroad Corp.*, 3 Cush., 270; *Albro vs. The Agawam Canal Company*, 6 Cush., 75; *Ray vs. The Boston and Worcester Railroad Corp.*, 9 id., 112; *Gillshanon vs. The*

Stony Brook Railroad Corp., 10 id., 228; Hutchinson *vs.* The York & C., Railway Company, 5 Exch. R., 348.)

2. The rule exempting the master is the same, although the grades of the servants or employers are different; and the person injured is inferior in rank, and subject to the directions and general control of him by whose act the injury is caused. (Hayes *vs.* The Western Railroad Corp., *supra*; Albro *vs.* The Agawam Canal Company, *supra*; Wyman *vs.* Jay, 5 Exch., 352.)

3. Neither is it necessary in order to bring a case within the general rule of exemption, that the servants, the one that suffers and the one that causes the injury, should be at the time engaged in the same operation or particular work. It is enough that they are in the employment of the same master, engaged in the same common enterprise, both employed to perform duties and services, tending to accomplish the same general purposes, as in maintaining and operating a railroad, operating a factory, working a mine, or erecting a building. (Boldt *vs.* New York Central Railroad Company; Coon *vs.* Syracuse and Utica Railroad Company; Farwell *vs.* Boston and Worcester Railroad Company; Albro *vs.* The Agawam Canal Co.; Gillshanon *vs.* Stony Brook Railroad Corp.; Wyman *vs.* Jay; Hutchinson *vs.* York and Newcastle Branch Railway Company, *supra*.) The question is whether they are under the same general control. (Abraham *vs.* Reynolds, 5 Hurl. & Norm., 142.)

4. The master is liable to his servant for any injury happening to him from the misconduct or personal negligence of the master; and this negligence may consist in the employment of unfit and incompetent servants and agents, or in the furnishing for the work to be done, or for the use of the servant machinery or other implements and facilities improper and unsafe for the purposes to which they are to be applied. (Priestly *vs.* Fowler, 3 M. & W., 1; Hayden *vs.* Smithville Manufacturing Company, 29 Conn., 548; Roberts *vs.* Smith, 2 Hen. & Mnf., 213; Williams *vs.* Clough, 3 id., 257; Griffiths *vs.* Godson, id., 648; Wyman *vs.* Jay, *supra*; Owens *vs.* Holland, Ellis, Blackb. & Ell., 102; Kegan *vs.* W. R. R. Corp., 4 Seld., 175; Patterson *vs.* Wallace, 28 L. & E., 48; Marshall *vs.* Stewart, 33 id., 1.)

The employer does not undertake with each or any of his employees for the skill and competency of the other employees engaged in and about the same service, or for the sufficiency and safety of the materials and implements furnished for the work, or for the convenience or comfort of the laborer, since neglect and want of due care in the selection and employment of the agent or servant through whose want of skill or competency an injury is caused to a fellow servant must be shown in order to charge the master; and if the injury arises from a defect or insufficiency in the machinery or implements furnished to the servant by the master, knowledge of the defect or insufficiency must be brought home to the master, or proof given that he was ignorant of the same through his own negligence and want of proper care; in other words it must be shown that he either knew or ought to have known the defects which caused the injury. Personal negligence is the gist of the action. (Hayden *vs.* Smithville Manufacturing Company; Roberts *vs.*

Smith; Wyman *vs.* Jay; Keegan *vs.* Western Railroad Corporation; Owens *vs.* Holland, *supra*.) It is not enough that the foreman and general superintendent of the work is guilty of negligence causing injury to the subordinates. (Wyman *vs.* Jay, and other cases cited before.)

5. If the servant sustaining an injury through the unskillfulness or insufficiency in numbers, or otherwise of his fellow laborers, or defects in the machinery, or conveniences furnished by his employer, has the same knowledge or means of knowledge of the unskillfulness and deficiencies referred to as his employer, he cannot sustain an action for the injury, but will be held to have voluntarily assumed all the risks of the employment, incurred as they were by the want of skill and incompetency of those employed with him, or the defective machinery used in the work. (Priestly *vs.* Fowler, 3 M. & W., 1; Hayden *vs.* Smithville Manufacturing Company; Griffiths *vs.* Godwin; Williams *vs.* Clough; Keegan *vs.* Western R. R. Corporation; Paterson *vs.* Wallace, *supra*; Skip *vs.* Eastern Counties Railway Company, 24 L. & E., 396; S. C., 9 Exch., 223.)

It is not sufficient to charge the master for injuries to his servant, that others of his employees were unskillful or incompetent, or the machinery &c., unsafe and unfit for the purposes, unless the injury complained of resulted from these causes. If it was occasioned notwithstanding such defects by the negligence of a fellow servant, the master is not responsible. (Hayes *vs.* The Western R. R. Corporation, 3 Cush., 270; Skip *vs.* Eastern Counties Railway Company, *supra*.)

There is nothing in any of the cases to which our attention has been called, or which have come under my observation inconsistent with these propositions which I think are fairly deducible from all the cases. Keegan *vs.* Western Railroad Corporation, in this Court decides nothing but the conceded doctrine, that for personal negligence of the master, which was found by the referee in the absence of any knowledge of such negligence as well as of any negligence on the part of the injured servant, the master would be liable. The case is a very bold case of gross, even culpable negligence, as stated and found by the referee, and scarcely needed the authority of the Court to determine the liability of the defendant. Principles well established, and as old as the common law fixed that. Paterson *vs.* Wallace, *supra*, merely decides that in that case, and under the circumstances there was a question of negligence proper to be submitted to a jury. If it is claimed that the decision goes further, and to the extent of holding the employer liable for any injury which might be permitted by him or his foreman, or principal superintendent; it cannot be sustained without overruling the subsequent decisions at Westminster Hall, as well as in the Courts of this country. Marshall *vs.* Stewart turned upon the point which was mainly considered by Judge Selden in Russell *vs.* Hudson River Railroad Company, *supra*, to wit whether a servant was in the employ of his master, and within the operation of the rule regulating the liability of the master for injuries received by the servant *undo et redeundo* to and from the place of his labor, and the case is not authority beyond this, and to this extent it is supported by the decision of this Court.

Upon these principles, it was the judgment of the Court, that the plaintiff who was a brakeman on the road of the defendant, and had been injured by the negligence of an engineer who was not shown to be incompetent for his place, ought to be non-suited.

Finances of Wisconsin.

From the report of the State Treasurer for the fiscal year ending September 30, 1863, we learn that—

The balance in the general fund on the 1st day of October, 1862, was \$166,523 04. Total receipts into said fund, including sale of bonds (\$50,000,) and tax for State aid (\$272,156 16,) amount to 850,376 12.

Making a total of \$1,016,899 16
The total disbursements from said fund during the year amount to 810,940 55

Leaving a balance on hand Sept. 30, 1863 \$205,958 61

At the close of the last fiscal year there were remaining in the Treasury, unsold, State bonds amounting to \$75,400.

Of these, \$37,400 were sold at par, payable on delivery, as authorized by Chapter 89, General Laws of 1862. Chapter 157, of the Laws of 1863 directed the Governor, Secretary of State, and State Treasurer to negotiate a loan, or to issue certificates of indebtedness in such amounts as they might deem necessary, for war purposes, as indicated in said chapter, not exceeding, in all, the sum of \$350,000.

In accordance with said authority, there have been issued two certificates of indebtedness, amounting to \$220,000, and invested in the school fund, as directed by Chapter 100, Laws of 1863.

By authority of said Chapter 157, there is still available for war purposes, when needed, the sum of \$130,000.

The last Legislature, "for the purpose of defraying extraordinary expenditures in the enlargement of the capitol," also directed that State bonds to the amount of \$50,000 be issued, redeemable April 1st, 1868. Said bonds have been issued and sold at par.

During the past year, \$50,000 in State bonds, issued in 1858, have been redeemed, leaving outstanding, in bonds and certificates, \$1,720,000, redeemable as follows:

Bonds for \$250,000, 6 per cent, in	1867
" 50,000, 6 "	in 1868
" 100,000, 6 "	in 1877
" 100,000, 6 "	in 1878
" 100,000, 6 "	in 1879
" 100,000, 6 "	in 1880
" 100,000, 6 "	in 1881
" 100,000, 6 "	in 1882
" 100,000, 6 "	in 1883
" 100,000, 6 "	in 1884
" 100,000, 6 "	in 1885
" 100,000, 6 "	in 1886
" 100,000, 6 "	in 1887
" 100,000, 6 "	in 1888
Certificate of indebtedness, \$150,000 7 p. c. in 1893	
" " 70,000 7 "	in 1894

On Thursday last the elevations were taken from a point just west of the Chautauqua creek, on the line of the Lake Shore road, to the top of the hill on the route to Corry, by T. W. Bristol, of Fredonia, an experienced civil engineer, and who was an engineer on the New York and Erie road. He pronounces the route thus far entirely practical. Further surveys will be made at an early day. The route looked out reaches the top of the hill just east of Bell's Gulf. In the location of the grade, it may vary from this a short distance either east or west. The advantages of the proposed road are too apparent to lead to any great delay in its construction. The grade up the hill will be much lighter than was at first supposed.—*Westfield Republican.*

PREFERRED, CANAL, MINING, AND MISCELLANEOUS STOCKS AND BONDS.

PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Rate.	Div'ds	Market Price.	
				Paid.	Market Price.
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6		
Berkshire (guaran'ted)	600,000	7	7		
Boston, Concord & Montreal (pref.)	800,000	6			
" " " (new pref.)	584,000	6			
Buffalo, N. Y. & Erie (guaranteed)	850,000	7			
Camden & Atlantic (preferred)	620,800	7	23		
Catawissa (preferred)	1,150,000	7	43		
Chemung (guaranteed)	386,000				
Cayuga & Susquehanna (guaranteed)	343,500				
Cheshire (preferred)	2,017,325	7	48		
Chicago & Alton (preferred)	2,464,336	7	324		
Chicago & Northwestern (pref.)	2,400,000	7	65		
Cochecto (preferred)	177,750	8			
C. & Passaic Rivers (guarant'd)	49,200	6			
" " " (preferred)	585,000	6	40		
Cumberland Valley (1st preferred)	241,800	8			
" " " (2d preferred)	243,000	8	8		
Detroit & Milwaukee (preferred)	1,500,000				
Dubuque & Sioux City (preferred)	1,982,180	7	72		
Elmira, Jeff. & Canandigua (guar.)	500,000				
Elmira & Williamport (preferred)	500,000				
Erie (preferred)	8,535,700	7	108		
Hannibal & St. Joseph (preferred)	5,309,528	7	424		
Harrisburg & Lancaster (guarant'd)	1,182,100	7	7		
Hennonton (preferred)	1,180,000	8	74		
Indianapolis & Madison (preferred)	353,900	8			
Kanawha & Portland (preferred)	247,000	6			
" " " (new pref.)	125,000	6			
Lackawanna & Bloomsburg (pref.)	500,000				
Marietta & Cincinnati (1st preferred)	5,106,384	7	64		
" " " (2d preferred)	3,424,169	7	49		
Michigan S. & N. Indiana (guar.)	2,892,800	8	137		
Mo. & Prairie du Chien (1st pref.)	1,051,000	8	101		
" " " (2d pref.)	1,014,000	7	82		
Milwaukee & St. Paul (preferred)	2,256,000	7			
New Haven & Northampton (guar.)	1,010,000	8	4		
New York & Hartwick (preferred)	1,000,000	8	106		
Niagara Br. & Canandigua (guar.)	630,000	8			
Paterson & Ramapo (guaranteed)	248,000	6			
Paterson & Bureau Valley (guarant'd)	1,200,000	6			
Philadelphia & Reading (preferred)	1,551,800	7	75		
Philadelphia & Trenton (guarant'd)	1,000,000		10		
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	36		
Pittsfield & North Adams (guar.)	450,000	6	100		
Portland, Socos & Portsmouth (guar.)	1,500,000	6	6		
Rutland & Burlington (preferred)	382,700	8			
" " " (preferred)	608,176	6			
St. L. Alton & Terre Haute (pref.)	1,500,000	6	82		
Toledo & Wabash (preferred)	926,200	7	74		
Troy & Greenbush (guaranteed)	274,400	6			
Vermont & Canada (guaranteed)	1,600,000	8			
Warren (guaranteed)	1,307,750	7	7		
White Mountains (guaranteed)	209,000	5	5		
Wrightav., York & Gettysburg (guar.)	317,050	2	2		

CANAL AND MISCELLANEOUS STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	\$100	1,343,563	\$97	
Chesapeake and Ohio	100	8,223,996	43	
Delaware Division	100	1,633,350	43	
Delaware and Hudson	100	7,500,000	7	175
Delaware and Raritan	100	2,298,400	10	
Erie of Pennsylvania	50	55,000		
Illinois and Michigan	50	2,500,000	6	602
Lehigh Navigation	50	1,903,000	51	
" " " (scrip.)	50	726,800	3	
Monongahela Navigation	100	1,025,000	10	134
Morris (consolidated)	100	1,175,000	10	
" " (preferred)	100	1,025,000	10	
North Branch	100			
Sault Ste. Marie	100			
Schuylkill Navigation (consolidated)	50	1,982,457	24	
" " " (preferred)	50	2,722,607	37	
Susquehanna and Tide Water	50	2,048,260	25	
Union (preferred)	50	2,750,000	7	
West Branch and Susquehanna	100	1,000,000	6	105
Wyoming Valley	100	500,000	6	82
STEAMSHIP AND TRANSIT:				
Central American Transit				
Nicaragua Transit				
Pacific Mail Steamship	100	4,000,000	225	
Union Steamship (Boston)				
EXPRESS:				
Adams'	100	2,000,000		
American	600	1,000,000		
National	100	250,000		
Overland Mail	100	500,000		
United States	100	800,000		
Wells, Fargo & Co.	100	1,000,000		
TELEGRAPH:				
American	100	1,000,000		
Atlantic				
INSURANCE STOCKS:				
Aetna Fire	50	200,000		
Columbian (Marine)	100	1,000,000	127	
Mercantile Mutual	100	600,000		
New England Mutual (Life)	50	400,000		
Washington (Fire)				
TRUST:				
Farmers' Loan and Trust	50	1,000,000		
New York Life Insurance & Trust	100	1,000,000		
United States Trust	100	1,000,000		
LAND AND IMPROVEMENT:				
Boston Water Power				
Boston and Roxbury Mill				
Canton (Baltimore)	100	5,000,000	41	
Cary Improvement	5	300,000		
East Boston				
Essex (Boston)	100	1,000,000	96	
Waverly (Boston)				
GAS-LIGHT:				
Baltimore	100	8		
Boston	500	1,000,000	860	
Brooklyn	25	2,000,000		
Cincinnati				
City (Brooklyn)				
Citizens (Brooklyn)	20		120	
Hartford				
Jersey City and Hoboken	50	4,000,000	245	
Manhattan, N. Y. (stock)	37		239	
" " " (scrip.)	25			
Maryland (Baltimore)	100		182	
Metropolitan, N. Y.	50	750,000		
New Haven	50			
New York	50			
Philadelphia				
Pittsburg				
St. Louis				
Southwark (Philadelphia)	50			
Williamsburg				
UNCLASSIFIED:				
American Coal	25	1,500,000	88	
American West India	100	1,000,000		
Baltimore Coal	100			
Baltimore and Cuba Smelting	100			
Central Transportation				
Cherry Run Petroleum				
Cumberland Coal (preferred)	100	5,000,000	57	
George's Creek Coal and Iron	100	1,000,000	70	
Gold Mining of Colorado				
Hazleton Coal	50			
Hudson River Bridge	100			
Mariposa (gold)	100	10,000,000	30	
Metropolitan Coal	100			
New Almaden (quicksilver)				
New Jersey Zinc	100	1,200,000	186	
Pennsylvania Coal	50	8,200,000	48	
Quicksilver				
Santa Clara (quicksilver)				
Santa Rita (silver, copper, and lead)				
Sonorita Expl. & Mining (silver & cop.)				
West India Cotton	100	100,000	67	

MINING STOCKS.

COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Dividends last year.	Market price per share.
Acton (copper)	5	200,000		4	
Adventure (copper)	114	20,000		10	
Albany and Boston (copper)					
American and Mexican Silver	2	20,000		2	
Algoma (copper)	100	10,000			
Aztec (copper)	1	20,000		5	
Balt. and N. Carolina (copper)	5			20	
Bay State (copper)	1	20,000		18	
Bedford (copper)	125,000			1	
Black River (copper)	24	200,000		52	
Bohemian (copper)	7	20,000		14	
Bucks County (lead)	68				
Cambridge (copper)	5	20,000		10	
Caledonia (copper)				20,000	
Canada (copper)	4	100,000		24	
Carp Lake (copper)	20,000				
Cascade (copper)	4	20,000		4	
Central (copper)	5	20,000		57	
Chaudiere (copper)	1	100,000		40	
Columbian (copper)	4	20,000		8	
Consolidated (copper)	5	20,000		56	
Copake (iron)				50,000	
Copper Falls (copper)	24	20,000		80	
Dacotah (copper)				20,000	
Dana (copper)	2	20,000		4	
Doylesboro (copper)				20,000	
Dudley (copper)	1	20,000		4	
Eagle River (copper)	3	20,000		8	
Evergreen Bluff (copper)	5	20,000		9	
Excelsior (gold)	10	20,000		7	
Flint Steel River (copper)				20,000	
Forest City (copper)				20,000	
Fort Filmore (silver)	20	50,000			
Francklin (copper)	5	20,000		49	
French Creek (copper)				100,000	
Gardner Hill (copper)	5	20,000		80	
Grand Portage (copper)	1	20,000		6	
Great Western (copper)				20,000	
Guilford (copper)	5	20,000		30	
Hamilton (copper)				20,000	
Hancock (copper)	6	20,000		13	
Huron (copper)				20,000	
Indiana (copper)				20,000	
Isle Royale (copper)	16	20,000		24	
Jefferson (copper)				1	
Kiekapoo (copper)				200,000	
Knowlton (copper)	1	20,000		9	
Madison (copper)				20,000	
Mandan (copper)	24	20,000		6	
Manhattan (copper)				20,000	
Mass (copper)	10	20,000		64	
Meissard (copper)	5	20,000		18	
Minnesota (copper)	34	20,000		74	
Montana (gold)	5	100,000		1	
Mount Hope (lead)	24	20,000			
National (copper)	54	20,000		33	
Native (copper)	8	20,000		24	
Naumkeag (copper)	1	20,000		23	
New England (copper)	2	20,000		3	
North Cliff (copper)	3	20,000		54	
North State (copper)	5	20,000		30	
North Western (copper)	7	20,000		12	
Northwest (copper)				20,000	
Novia Scotia (gold)				100,000	
Otigma (copper)				20,000	
Ontomagon (copper)	1	200,000			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Length: completed; equal in single line.		Equipment.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.	Earnings.	Dividends on paid capital.	Market Price.	PASSENGER RAILROAD BONDS.					
	In progress or projected.	Car.								Horses.	1-horse.	Gross.	Nett.	Par Value.	
Companies.															
30 Nov. '62	1.52	—	BOSTON AND CHELSEA.	\$140,000	\$140,000	\$	\$	\$	47	—	—	—	—	—	
30 Nov. '62	4.30	134	20	Broadway, Boston.	118,020	69,200	750	69,580	9,225	124	65	5,600	4	7 J. & J. 1870	
30 Nov. '62	8.21	—	Cambridge.	602,651	445,800	150,000	74	53,622	53,622	9	124	—	—	—	—
30 Nov. '62	6.99	—	Cliffordale.	95,600	70,000	25,000	3,748	625	—	—	—	—	—	—	
30 Nov. '62	4.39	—	Dorchester.	155,694	120,800	5,000	—	3,006	2,487	74	—	—	—	—	—
30 Nov. '62	0.79	—	Dorchester Extension.	12,800	12,800	—	—	1,024	1,024	8	46	—	—	—	—
30 Nov. '62	0.75	—	Dorchester and Roxbury.	25,641	11,000	7,800	7,932	—	—	—	—	—	—	—	—
30 Nov. '62	12.43	123	23	Lynn and Boston.	193,310	86,200	50,000	55,647	61,935	501	85	—	—	—	—
30 Nov. '62	3.51	—	Malden and Melrose.	60,200	200,000	73,100	66,223	—	—	—	25	24	—	—	—
30 Nov. '62	2.26	—	Medford and Charlestown.	24,000	22,000	12,000	—	2,040	2,040	8	64	—	—	—	—
30 Nov. '62	21.17	515	82	Metropolitan (Boston).	733,955	600,000	—	103,790	300,806	64,822	8	100	—	—	—
30 Nov. '62	6.33	290	42	Middlesex (Boston).	461,730	355,000	—	59,457	124,718	41,898	4	100	—	—	—
30 Nov. '62	2.87	—	Newton.	27,451	28,000	—	—	1,680	1,680	6	—	—	—	—	—
30 Nov. '62	2.90	—	Quincy.	102,750	63,000	20,000	29,750	14,068	4,841	—	—	—	—	—	—
30 Nov. '62	2.79	—	Somerville.	50,000	50,000	—	—	2,500	2,500	5	31	—	—	—	—
30 Nov. '62	2.50	2	Stoneham street (Boston).	33,505	32,000	—	—	1,497	600	—	—	—	—	—	—
30 Nov. '62	4.48	57	Suffolk (Boston).	61,380	12,257	24,800	23,825	29,083	—	—	—	—	—	—	—
30 Nov. '62	2.87	56	Union (Transportation).	174,500	160,000	22,200	18,307	197,222	17,078	10	47	—	—	—	—
30 Nov. '62	1.82	—	West Cambridge.	12,850	12,850	—	—	120	771	6	—	—	—	—	—
30 Nov. '62	1.80	—	West Roxbury.	—	—	—	—	—	—	—	—	—	—	—	—
30 Nov. '62	2.64	—	Winnisimmet.	62,152	62,200	—	4,708	3,750	3,750	6	—	—	—	—	—
30 Nov. '62	3.88	—	Worcester.	60,000	—	—	—	—	—	—	—	—	—	—	—
CONNECTICUT.														—	
31 Dec. '62	1.1	11	3	Hartford City.	30,000	30,000	—	—	—	—	—	—	—	—	—
NEW YORK.														—	
30 Sep. '62	—	—	Avenue D (New York City).	236,036	200,000	27,500	324	52,327	14,015	3	—	—	—	—	—
30 Sep. '62	10.76	—	28	Broadway (Brooklyn).	1,505	1,505	—	—	—	—	100	69	—	—	—
30 Sep. '62	6.50	—	Brooklyn, Bath & Coney Isl'd.	794,912	492,150	252,100	62,967	127,843	10,868	48	—	—	—	—	—
30 Sep. '62	24.01	69	25	Brooklyn Central & Jamaica.	1,332,506	1,000,000	170,000	10,000	491,629	118,390	8	100	150	—	—
30 Sep. '62	56.18	1.90	29	Brooklyn City.	287,628	346,000	146,000	8,000	30,944	2,759	—	68	—	—	—
30 Sep. '62	10.50	8.50	23	Brooklyn City and Newtown.	51,328	53,500	—	—	—	—	—	—	—	—	—
30 Sep. '62	2.50	—	Brooklyn City & Ridgewood.	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Buffalo Street.	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Central City (Syracuse).	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Central Pk, N. & E. Riv. (N. Y.)	454,554	359,020	101,000	7,689	—	—	—	—	—	—	—	—
30 Sep. '62	17.25	—	Coney Island and Brooklyn East & North River (N. Y.).	501,364	493,800	7,000	2,717	21,457	6,874	100	69	—	—	—	—
30 Sep. '62	8.00	—	East & North River (N. Y.).	650	650	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	12.67	3.07	Eighth Avenue (N. Y.).	988,365	800,000	—	25,000	369,985	121,566	12	100	150	—	—	—
30 Sep. '62	4.52	—	Fourteenth Street (N. Y.).	—	—	—	—	—	—	—	8	—	—	—	—
30 Sep. '62	4.63	—	Grand St. & Newtown (W'g).	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Harlem Br. Morris' & Ford in Main & Ohio St. (Buffalo).	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	10.00	16.00	42	Niagara Street (Buffalo).	413,948	795,360	22,000	—	89,408	19,450	100	—	—	—	—
30 Sep. '62	—	—	N. Riv. & Wall st. Ferry (N. Y.).	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	11.00	—	Port Morris & Westchester.	1,300	1,200	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Rochester City & Brighton.	—	1,700	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	16.00	—	Second Avenue (N. Y.).	1,101,373	650,000	450,000	42,500	243,066	51,499	100	75	—	—	—	—
30 Sep. '62	8.37	533	50	Seventh Avenue (N. Y.).	1,089,317	750,000	25,000	—	358,032	88,184	10	100	150	—	—
30 Sep. '62	16.50	—	Tenth Av & 32d st. (N. Y.).	—	—	—	—	1,000	106,792	35,431	—	—	—	—	—
30 Sep. '62	—	109	3	Third Avenue (N. Y.).	1,757,029	1,170,000	400,000	—	580,736	211,039	12	100	240	—	—
30 Sep. '62	—	—	Troy and Lansingburg.	—	—	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	—	—	Utica City.	—	1,430	—	—	—	—	—	—	—	—	—	—
30 Sep. '62	1.00	—	V. Brunt st. & Eric Bas. (Buff.)	298	330	—	—	—	—	—	—	—	—	—	—
NEW JERSEY.														—	
31 Dec. '62	5.82	7	Hoboken and Hudson City.	32,000	30,000	—	2,000	—	—	—	—	—	—	—	—
31 Dec. '62	5.05	2.50	8	Hoboken and Weehawken.	134,400	70,000	60,000	—	17,228	9,986	3	—	—	—	—
31 Dec. '62	10.47	—	Jersey City & Bergen Point.	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	4.20	—	Orange and Newark.	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	5.80	8	West Hoboken & Hoboken.	100,000	40,000	60,000	—	—	—	—	—	—	—	—	—
PENNSYLVANIA.														—	
31 Oct. '62	7.89	120	22	Chestnut & Walnut (Phila.).	235,000	100,000	135,000	—	124,521	78,853	35	61	—	—	—
31 Oct. '62	8.13	122	13	Citizens (Pittsburg).	135,044	80,000	47,800	3,901	84,440	47,180	25	—	—	—	—
31 Oct. '62	4.12	16	5	Delaware County.	31,000	24,030	6,500	1,850	4,858	172	—	34	—	—	—
31 Oct. '62	4.38	117	14	Fairmount & Arch st. (Phila.).	195,845	200,000	—	—	62,052	16,584	54	60	—	—	—
31 Oct. '62	16.73	267	45	Frankford & Southw'k (Ph.).	688,520	442,045	200,000	—	172,033	59,743	73	59	—	—	—
31 Oct. '62	24.22	184	35	Germantown.	299,913	112,245	250,000	1,000	106,792	35,431	12	30	—	—	—
31 Oct. '62	8.16	116	25	Girard College (Phila.).	150,041	160,000	—	—	62,862	19,715	12	43	—	—	—
31 Oct. '62	8.73	187	40	Green & Coates st. (Phila.).	219,787	150,000	82,000	—	108,658	31,990	14	72	—	—	—
31 Oct. '62	11.00	—	Hestonv, Mantua & Fair'mt.	100,000	60,000	40,000	—	—	—	—	—	—	—	—	—
31 Oct. '62	6.16	—	Lombard & South st. (Phila.).	180,000	180,000	—	—	—	—	—	—	—	—	—	—
31 Oct. '62	5.20	—	Richmond & Schuykill (Ph.).	130,000	100,000	30,000	—	—	—	—	—	—	—	—	—
31 Oct. '62	7.78	56	10	Ridge Avenue (Manayunk).	170,582	118,000	50,000	—	28,987	12,296	8	21	—	—	—
31 Oct. '62	19.46	378	60	Second & Third st. (Phila.).	463,198	203,757	175,800	1,037	286,8						

FEDERAL AND STATE SECURITIES.

DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest				DESCRIPTION OF SECURITIES.	Amounts outstanding.	Interest			
		Periods.	When Due	Market Price.	Rate.			Periods.	When Due	Market Price.	Rate.
United States Loans.						Massachusetts—Union Fund Loan—coupon	3,000,000	6	Jan. & July.	71-76	
Loan of June 25, 1847—registered	40,415,250	6	Jan. & July.	1867	105	“ “ “ “ “	600,000	5	“ “ “ “ “	77-78	1174
“ “ “ “ “ coupon		6	“ “ “ “ “	1867		“ “ “ “ “	500,000	5	May & Nov.	1863	1084
Loan of Dec. 31, 1848—registered	8,908,342	6	“ “ “ “ “	1868	108	“ “ “ “ “	1,000,000	5	“ “ “ “ “	1883	108
“ “ “ “ “ coupon		6	“ “ “ “ “	1868		“ “ “ “ “	163,000	5	“ “ “ “ “	1880	
Texas Indemnity, of Sep. 9, 1850—registered	3,461,000	6	“ “ “ “ “	1865	136	Michigan—Renewal Loan—coupon	216,000	6	Jan. & July.	1878	100
Loan of June 14, 1858—registered	20,000,000	6	“ “ “ “ “	1874	98	“ “ “ “ “	100,000	6	“ “ “ “ “	1879	
“ “ “ “ “ coupon		6	“ “ “ “ “	1874		“ “ “ “ “	587,000	7	“ “ “ “ “	18-6	104
Loan of June 22, 1860—registered	7,022,000	6	“ “ “ “ “	1871	96	“ “ “ “ “	2,000,000	8	Jan. & July.	1867	103
“ “ “ “ “ coupon		6	“ “ “ “ “	1871		“ “ “ “ “	250,000	7	“ “ “ “ “	1883	
Oregon War Debt of June, 1861—coupon	1,026,000	6	“ Yearly.	1881	101	Minnesota—State bonds—coupon	100,000	6	“ “ “ “ “	41-71	
Loan of Feb. 8, 1861—registered	10,415,000	6	Jan. & July.	1881	108	“ “ “ “ “	125,000	6	“ “ “ “ “	1863	684
“ “ “ “ “ coupon		6	“ “ “ “ “	1881		“ “ “ “ “	192,000	6	“ “ “ “ “	1863	
Loan of July 17, 1861—registered	50,000,000	6	“ “ “ “ “	1881		“ “ “ “ “	100,000	6	April & Oct.	1863	
“ “ “ “ “ coupon		6	“ “ “ “ “	1882	104	“ “ “ “ “	40,000	6	Jan. & July.	1883	
Loan of Feb. 25, 1862 (5-20s)—registered	40,230,000	6	May & Nov.	1882	104	“ “ “ “ “	200,000	6	“ “ “ “ “	72-78	69
“ “ “ “ “ (5-20s) coupon		6	“ “ “ “ “	1882		“ “ “ “ “	7,000,000	6	“ “ “ “ “	87-89	84
Treasury Notes of Feb. & Aug. 1861—coupon	52,931,000	7.3	Feb. & Aug.	1864	109	R. R. Loans: Pacific R. R.—coupon	4,500,000	6	“ “ “ “ “	78-87	
“ “ “ “ “ Apr. & Oct. 1861—coupon	86,989,500	7.3	April & Oct.	1864	108	“ “ “ “ “	3,000,000	6	“ “ “ “ “	78-87	
Treasury Notes of 1863 (legal tender), coupon	50,000,000	5	“ “ “ “ “	1865		“ “ “ “ “	3,501,000	6	“ “ “ “ “	78-87	
Certificates of Deposit	717,141			d'm'd.		“ “ “ “ “	650,000	6	“ “ “ “ “	1889	
Certificates of Indebtedness—(coin) — (currency) —	28,059,295	4	On red'mp'n	10 d's		“ “ “ “ “	700,000	9	June & Dec.	04-66	
	70,814,639	5	“ “ “ “ “	notic.		“ “ “ “ “	431,000				
	187,093,241	6	“ “ “ “ “	1 year	102	“ “ “ “ “					
				1 year	98	“ “ “ “ “					
(N. B.—Sinking Fund: 1 per cent. per annum (in coin) on the aggregate debt. Interest payable in coin. Treasury Notes (except for customs) payable for all public dues.)						—State Defense warrants—	780,000				
STATE LOANS.						“ “ “ “ “	780,000				
Alabama—State bonds—coupon	8,422,000	5	Jan. & July.	1877		New Hampshire—State bonds—coupon	635,100	6	Feb. & Aug.	1876	1074
Arkansas—State bonds (R. R. & B'k)—coupon	899,000	6	No interest	1868		“ “ “ “ “	200,000	6			
“ “ “ “ “ (B'k of State)—	610,000	6	paid for	1868		“ “ “ “ “	95,000	6	Jan. & July.	1863	71
“ “ “ “ “ (“ “ “ “ “)—	38,000	5	many yrs r'.	1868		“ “ “ “ “	531,820	6	“ “ “ “ “	1871	
California—Civil bonds of 1857—coupon	3,727,200	7	Jan. & July.	1878	126	“ “ “ “ “	200,000		Var.		
“ “ “ “ “ 1860—“ “ “ “ “	198,500	7	“ “ “ “ “	1880		“ “ “ “ “	561,500	5	Jan. & July.	1863	
“ “ “ “ “ 1860—“ “ “ “ “	610,004	7	“ “ “ “ “	1872		“ “ “ “ “	348,107	5	“ “ “ “ “	1863	
Connecticut—War Fund bonds—coupon	2,000,000	6	Jan. & July.	71-72		“ “ “ “ “	900,000	5	“ “ “ “ “	1875	
“ “ “ “ “ 1860—“ “ “ “ “	1,000,000	6	“ “ “ “ “	81-82	107	“ “ “ “ “	442,961	5	May & Nov.	1868	107
Florida—State bonds—coupon	143,000	7	“ “ “ “ “	1883		“ “ “ “ “	1,189,781	6	Jan. & July.	1863	
Georgia—State bonds—coupon	72,000	6	Jan. & July.	1872		“ “ “ “ “	1,300,000	7	“ “ “ “ “	1863	115
“ “ “ “ “ (R. R. & B'k)—	2,073,750	6	“ “ “ “ “	63-50	70	“ “ “ “ “	700,000	7	“ “ “ “ “	1870	
“ “ “ “ “ (R. R.)—	525,000	7	“ “ “ “ “	62-72		“ “ “ “ “	28,698	5	“ “ “ “ “	1863	
Illinois—New Int. Impr. stock—inscribed	1,970,967	6	Jan. & July.	1870	103	Comptroller's b'nds	11,060	5	“ “ “ “ “	1863	
“ “ “ “ “ bonds—“ “ “ “ “	1,322,085	6	“ “ “ “ “	1877		“ “ “ “ “	421,000	6	“ “ “ “ “	1863	
“ “ “ “ “ Interest stock—“ “ “ “ “	737,222	6	“ “ “ “ “	1860	105	Railroad Loans	14,230	6	“ “ “ “ “	1863	
“ “ “ “ “ Refunded stock—“ “ “ “ “	2,187,000	6	“ “ “ “ “	63-80	104	“ “ “ “ “	237,700	5	Jan. & July.	1864	
“ “ “ “ “ War bonds—“ “ “ “ “	2,000,000	6	“ “ “ “ “	1878	100	“ “ “ “ “	68,000	5	Feb. & Aug.	1864	
“ “ “ “ “ Canal bonds (sterling)—“ “ “ “ “	1,778,423	6	“ “ “ “ “	1870	100	“ “ “ “ “	28,000	5	“ “ “ “ “	1865	
“ “ “ “ “ (dollar)—“ “ “ “ “	1,966,397	6	“ “ “ “ “	1870	103	“ “ “ “ “	820,000	5	Jan. & July.	1865	
Indiana—State stock—registered	5,325,500	5	Jan. & July.	1886	81	Canal Fund Loans	100,000	6	“ “ “ “ “	1867	
“ “ “ “ “ State Int. Imp. bonds (not adjusted)—	2,058,173	2	“ “ “ “ “	1886	82	“ “ “ “ “	6,922,274	5	“ “ “ “ “	1867	105
“ “ “ “ “ State War Loan bonds—coupon	391,000	5	“ “ “ “ “	d'm'd.		“ “ “ “ “	18,889,025	6	“ “ “ “ “	64-76	115
“ “ “ “ “ Canal Preferred stock—“ “ “ “ “	1,371,780	5	May & Nov.	1881	96	“ “ “ “ “	1,200,000	7	“ “ “ “ “	1864	
“ “ “ “ “ special stock—“ “ “ “ “	4,079,500	5	Jan. & July.	87		“ “ “ “ “	912,505	6	“ “ “ “ “	1860	52
“ “ “ “ “ Deferred stock—“ “ “ “ “	2,126,737	5	“ “ “ “ “	1870		North Carolina—State bonds—coupon	1,018,905	6	“ “ “ “ “	1865	
“ “ “ “ “ special stock—“ “ “ “ “	1,243,000	5	“ “ “ “ “	1886		“ “ “ “ “	1,015,000	5	Jan. & July.	1865	
“ “ “ “ “ (war loan)—“ “ “ “ “	479,545	5	“ “ “ “ “	1886		“ “ “ “ “	379,866	6	“ “ “ “ “	1868	
Iowa—State stocks—coupon	200,000	7	Jan. & July.	1868		“ “ “ “ “	2,183,632	6	“ “ “ “ “	1870	1034
“ “ “ “ “ bonds to School Fund—“ “ “ “ “	800,000	7	“ “ “ “ “	81-82	105	“ “ “ “ “	1,000,000	6	“ “ “ “ “	1875	104
Kansas—State bonds (sinking fund)—coupon	122,295	10	Annually.	d'm'd.		“ “ “ “ “	4,095,309	6	“ “ “ “ “	1861	
“ “ “ “ “ (domestic)—“ “ “ “ “	146,000	7	Jan. & July.	1876		“ “ “ “ “	2,400,000	6	“ “ “ “ “	1868	
Kentucky—State bonds—coupon	54,000	5	May & Nov.	1878		“ “ “ “ “	275,385	6	“ “ “ “ “	1863	108
“ “ “ “ “ (bank)—“ “ “ “ “	65,000	6	July.	1883		“ “ “ “ “	299,704	6	“ “ “ “ “	1866	
“ “ “ “ “ (war loan)—“ “ “ “ “	4,800,000	5	Jan. & July.	65-75		“ “ “ “ “	280,969	6	“ “ “ “ “	1868	
Louisiana—State bonds (R. R. etc.)—coupon	2,000,000	5	“ “ “ “ “	81-91	100	Irreduc'b'e debt (school funds, etc.)—	2,920,408	6	Yearly.		
“ “ “ “ “ (R. R. etc.)—	516,130	6	“ “ “ “ “	1871		“ “ “ “ “	55,372				
“ “ “ “ “ (bunks)—“ “ “ “ “	3,902,000	6	“ “ “ “ “	67-99	52	“ “ “ “ “	10,780,095	4	April & Oct.	1864	
“ “ “ “ “ (war loan)—“ “ “ “ “	5,398,533	6	“ “ “ “ “	1880		“ “ “ “ “	3,886,070	5	Feb. & Aug.	1864	
Maine—State bonds—coupon	670,000	6	“ “ “ “ “	93-96	100	“ “ “ “ “	3,690,614	5	Mar. & Sept.	1864	
“ “ “ “ “ (war loan)—“ “ “ “ “	1,000,000	6	Mar. & Sept.	81-88	104	“ “ “ “ “	3,241,898	5	June & Dec.	1864	
Maryland—State bonds (at'l'g)—coupon	816,000	5	“ “ “ “ “	1865		Interest Certificates	210,263	6	Fob. & Aug.	1862	
“ “ “ “ “ (at'l'g conv.)—	200,376	5	“ “ “ “ “	1865		“ “ “ “ “	200,000	4	Jan. & July.	1864	
“ “ “ “ “ (at'l'g conv.)—	5,555,555	5	“ “ “ “ “	89-90	105	State bonds—coupon	1,177,890	5	“ “ “ “ “	1864	
“ “ “ “ “ (dollar)—inscribed	2,490,569	5	“ “ “ “ “	1880		“ “ “ “ “	675,029	5	Feb. & Aug.	1864	
“ “ “ “ “ (“ “ “ “ “)—	500,000	3	“ “ “ “ “	1880		Inclined Plane Loan	1,045,629	5	June & Dec.	1864	
“ “ “ “ “ (“ “ “ “ “)—	10,000	4	“ “ “ “ “	1888		“ “ “ “ “	1,558,673	5	Jan. & July.	1865	
“ “ “ “ “ (“ “ “ “ “)—	787,600	5	“ “ “ “ “	42-58		State bonds—coupon	2,277,755	5	“ “ “ “ “	1868	
“ “ “ “ “ (“ “ “ “ “)—	399,408	5	“ “ “ “ “	1880		Bank Charter Loans	1,766,214	5	“ “ “ “ “	1870	100
“ “ “ “ “ (“ “ “ “ “)—	148,711	5	“ “ “ “ “	89-90	111	Relief Notes in circulation	4,586,000	5	“ “ “ “ “	1871	
“ “ “ “ “ (“ “ “ “ “)—	133,639	6	“ “ “ “ “	1870		Military Loan bonds—coupon	3,000,000	6	“ “ “ “ “	1872	
“ “ “ “ “ (“ “ “ “ “)—	3,000,000	6	“ “ “ “ “	1885		“ “ “ “ “	428,000	5	“ “ “ “ “	1873	
“ “ “ “ “ (“ “ “ “ “)—	35,000	6	“ “ “ “ “	1888		“ “ “ “ “	400,000	6	“ “ “ “ “	1874	
“ “ “ “ “ (“ “ “ “ “)—	603,333	6	“ “ “ “ “	89-90	114	“ “ “ “ “	200,000	5	“ “ “ “ “	1875	
Massachusetts—State b'nds (Western R. R.)—stg.	3,995,555	6	April & Oct.	1871		“ “ “ “ “	429,000	5	“ “ “ “ “	1876	
“ “ “ “ “ (T. & G. R. R.)—“ “ “ “ “	503,380	6	“ “ “ “ “	88-90		“ “ “ “ “	478,000	5	“ “ “ “ “	1877	
“ “ “ “ “ (“ “ “ “ “)—	416,500	6	“ “ “ “ “	90-91	121	“ “ “ “ “	479,000	5	“ “ “ “ “	1878	
“ “ “ “ “ (“ “ “ “ “)—	300,000	5	“ “ “ “ “	1888		“ “ “ “ “	1,444,444	5	“ “ “ “ “	1879	
“ “ “ “ “ (“ “ “ “ “)—	500,000	6	“ “ “ “ “	65-71		“ “ “ “ “	1,708,017	6	“ “ “ “ “	1880	103
“ “ “ “ “ (“ “ “ “ “)—	400,000	6	“ “ “ “ “	1870		“ “ “ “ “	1,310,000	6	“ “ “ “ “	1881	
“ “ “ “ “ (“ “ “ “ “)—	150,000	6	“ “ “ “ “	1870		“ “ “ “ “	2,063,606	5	“ “ “ “ “	1882	56
“ “ “ “ “ (“ “ “ “ “)—	200,000	6	“ “ “ “ “	1870		Tennessee—State bonds (banks)—coupon	12,799,000	6	“ “ “ “ “	1883	
“ “ “ “ “ (“ “ “ “ “)—	345,000	5	June & Dec.	1887		“ “ “ “ “	603,000	5	“ “ “ “ “	1884	
“ “ “ “ “ (“ “ “ “ “)—	200,000	5	April & Oct.	1887		“ “ “ “ “	45,000	6	“ “ “ “ “	1885	57
“ “ “ “ “ (“ “ “ “ “)—	94,000	6	May & Nov.	1887		“ “ “ “ “	175,000	6	“ “ “ “ “	1886	
“ “ “ “ “ (“ “ “ “ “)—	200,000	6	Jan. & July.	1887		“ “ “ “ “	55,000	6	“ “ “ “ “	1887	103
“ “ “ “ “ (“ “ “ “ “)—	247,000	6	June & Dec.	1887		“ “ “ “ “	510,000	6	“ “ “ “ “	1888	
“ “ “ “ “ (“ “ “ “ “)—	43,000	6	“ “ “ “ “	1887		“ “ “ “ “	175,000	6	“ “ “ “ “	1889	
Vermont—Inscribed certificates						“ “ “ “ “	175,000	6	“ “ “ “ “	1890	
“ “ “ “ “ (“ “ “ “ “)—						“ “ “ “ “	55,000	6	“ “ “ “ “	1891	
“ “ “ “ “ (“ “ “ “ “)—						“ “ “ “ “	55,000	6	“ “ “ “ “	1892	
Virginia—Inscribed certificates (civil)—						“ “ “ “ “	510,000	6	“ “ “ “ “	1893	47
“ “ “ “ “ (“ “ “ “ “)—						“ “ “ “ “	18,264,642	6	“ “ “ “ “	1894	
“ “ “ “ “ (“ “ “ “ “)—						“ “ “ “ “	12,6,4,500	6	“ “ “ “ “	1895	
West Virginia—No information						“ “ “ “ “	1,363,000	5	“ “ “ “ “	1896	
Wisconsin—State bonds (civil)—coupon						“ “ “ “ “	100,000	6	April & Oct.	1867	
“ “ “ “ “ (“ “ “ “ “)—						“ “ “ “ “	200,000	6	Jan. & July.	1867	
“ “ “ “ “ (“ “ “ “ “)—											

RAILROAD EARNINGS—MONTHLY.

Chicago, Burlington and Quincy:	January	February	March	April	May	June	July	August	September	October	November	December	Total
1861	149,068	115,525	158,007	131,814	169,100	149,186	160,465	188,478	224,225	226,009	210,494	179,826	2,070,996
1862	187,772	110,054	151,170	159,056	182,585	225,082	220,211	212,812	270,816	304,943	282,934	229,789	2,567,224
Chicago and Alton:													
1860	55,734	55,123	74,600	63,995	86,211	76,426	81,453	103,636	94,928	107,758	78,751	64,937	938,641
1861	51,531	75,621	78,361	65,358	75,260	68,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,484
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	125,191	132,639	119,409	115,201	111,955	1,225,001
1863	96,306	107,443	106,816	127,205	140,107	154,817	162,226	167,966	188,939	185,591	187,066	187,332	1,761,304
Chicago and Rock Island													
1859	60,058	55,497	68,116	71,792	73,578	72,392	67,076	87,233	120,053	126,000	100,440	82,262	984,577
1860	72,834	66,703	77,408	89,120	104,272	100,403	82,895	139,049	134,500	146,839	92,873	75,457	1,181,003
1861	83,080	63,975	77,007	76,609	102,183	90,621	88,410	130,542	154,084	162,537	123,319	118,753	1,261,080
1862	120,770	90,607	75,676	76,459	102,353	138,378	119,947	117,086	148,268	161,508	138,796	135,598	1,423,438
1863	140,024	130,225	122,512	127,507	144,995	171,766	139,363	151,865	209,391	208,559	191,789	192,666	1,980,062
1864	155,084	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,459
1860	32,192	32,408	46,346	49,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	58,564	675,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,688
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	104,094	124,787	108,956	90,991	994,677	
1863	69,691	81,160	92,483	100,904	107,866	124,288	115,861	106,491	172,072	210,476	165,388	153,522	1,485,197
1864	98,123	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Cleveland, Columbus and Cincinnati:													
1860	69,287	70,724	83,965	79,701	85,990	84,966	94,820	118,589	119,487	107,672	86,879	71,402	1,078,422
1861	73,913	67,610	83,392	95,081	96,435	89,028	82,690	106,535	120,793	135,050	140,561	164,916	1,255,004
1862	135,550	110,836	103,352	116,115	113,854	123,465	131,423	173,152	192,174	172,381	165,178	180,963	1,716,843
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,589	79,673	76,804	82,220	780,226
1860	78,170	67,210	88,260	76,032	65,907	55,085	50,386	66,573	84,606	94,406	82,467	82,400	859,490
1861	85,239	74,918	88,668	90,324	65,302	63,137	52,269	60,285	84,440	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,588	102,176	112,507	117,284	164,376	1,167,544
1863	145,916	146,839	165,780	121,278	100,225	91,308	102,130	132,130	140,013	144,800	184,388	157,893	-----
Erie:													
1858	376,357	328,047	461,405	55,985	473,386	384,379	383,322	389,373	375,250	456,226	436,899	392,293	5,014,909
1859	304,708	319,593	372,296	380,343	349,953	320,657	361,819	339,114	455,235	465,959	536,608	414,764	4,651,049
1860	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	661,448	412,723	5,285,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	596,024	615,962	756,421	885,136	902,506	963,559	8,400,384
1863	885,458	829,734	946,041	988,453	838,867	760,868	712,889	678,959	814,828	965,371	1,026,065	1,044,214	10,390,742
Galena and Chicago:													
1859	62,421	66,943	92,921	88,708	122,008	110,656	88,527	119,230	208,808	195,934	123,907	89,844	1,389,441
1860	60,663	62,698	80,793	92,254	115,505	93,449	80,705	106,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,569	101,600	103,795	165,707	162,823	145,389	150,359	200,276	211,326	172,700	122,309	1,720,592
1862	106,867	105,424	74,346	90,180	158,194	226,048	190,456	129,019	188,370	208,575	169,530	143,582	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	169,794	247,529	254,808	236,618	217,633	2,224,698
1864	188,757	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Hudson River:													
1859	192,161	100,589	175,773	121,123	141,269	115,444	125,309	155,164	156,973	170,157	157,443	232,033	1,933,484
1860	212,714	209,422	161,047	134,606	165,281	129,996	140,860	167,220	180,000	193,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	130,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,022,587
1862	307,330	281,568	308,963	202,346	192,442	151,427	156,769	193,442	212,118	239,911	270,088	406,571	2,922,070
1863	458,953	425,047	366,802	270,678	241,771	202,392	190,364	219,561	268,100	302,174	295,760	344,560	3,726,140
1864	501,231	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Illinois Central:													
1859	132,936	134,811	154,890	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,128,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,981	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	265,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	181,084	191,643	206,246	200,826	261,079	352,786	414,543	410,336	372,593	389,463	8,445,627
1863	299,944	269,198	265,773	267,843	314,166	397,729	331,432	459,256	466,919	468,706	414,399	400,000	4,355,225
1864	318,200	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	20,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,050	76,764	68,863	710,225
1864	56,540	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,616	90,900	44,896	799,841
1861	64,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,900	1,153,407
1862	89,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,120	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,612	205,954	138,342	90,000	1,234,343
1864	102,748	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Michigan Central:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,405	196,495	152,172	1,764,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,521	203,351	273,722	203,492	134,972	2,088,966
1861	140,925	116,933	153,170	18									

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.			Description.	Amount.	Interest.	Interest.					
		When payable.	Where payable.	Due.				When payable.	Where payable.	Due.			
Alabama and Florida :					Chicago and Rock Island :								
Mortgage	\$300,000	7			1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870			
Conver. (guar. by Dir.)	150,000	7			Chicago and Northwestern :								
Alabama and Tenn. Rivers :					Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885			
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	General 1st Mortgage	3,600,000	7	" "	"	1885			
2d Mortgage	225,705	8			Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883			
Albany, Vt. and Canada :					2d Mortgage	2,000,000	6	" "	"	1890			
1st Mortgage	600,000	7	March & Sept.	New York.	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885			
Albany and West Stockbridge :	1,000,000	6	Jan. & July.	Boston.	Green Bay Extension Bonds	300,000	7	" "	"	1885			
Albany City (S. F.)					Flagg Trust Bonds	245,000	8	Jan. & July.	" "	95			
Androscoggin and Kennebec :					Cincinnati, Hamilton and Dayton :								
Million Dollar Loan	192,100	6	June & Dec.	Portland	1st Mortgage	384,000	7	Jan. & July.	New York.	1867			
\$1,100,000 Loan	804,600	6	" "	or	2d Mortgage	950,000	7	May & Nov.	" "	1880			
Stock, convert. (Coupon)	710,000	6		Waterv.	Cincinnati, Wilm. and Zanesville :								
Atlantic and Great Western :					1st Mortgage	1,300,000	7	Jan. & July.	New York.	1869			
Penn. Division, 1st Mortgage	2,500,000	7	Oct. & April.	New York.	2d Mortgage	574,000	7	Feb. & Aug.					
Ohio " 1st Mortgage	4,000,000	7	" "	"	3d Mortgage	158,000	7						
N. York " 1st Mortgage	1,000,000	7	" "		Income	250,500	7						
Atlanta and St. Lawrence :					Tunnel Right	1,000,000	7						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	Cleveland and Mahoning :								
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873			
City of Portland Loan (Coupon)	1,000,000	6	Various	Baltimore.	2d Mortgage	244,200	7	March & Sept.		100			
Baltimore and Ohio :					3d Mortgage	658,200	8	" "		1870			
Maryland Sterling Bds of 1833.	3,000,000	5	Ja. Ap. Ju.Oc.	London.	Clev., Painesville and Ashtabula :								
Mortgage Coupon	" 1833.	6	April & Oct.	"	2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862			
" " " 1850.	700,000	6	Jan. & July.	"	Special (Sunbury and Erie)	500,000	7	" "	"	1878			
" " " 1855.	1,128,500	6	Jan. & July.	"	Dividend Mortgage	900,000	7			121			
" " " 1834.	1,000,000	6	Ja. Ap. Ju.Oc.	"	Cleveland and Pittsburg :								
Balt. City Loan of 1856	5,000,000	6	Jan. & July.	"	1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860			
Bellevfontaine and Indiana :					2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.		105			
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	"	103			
2d Mortgage	184,000	7	" "	"	4th Mort. (M. L.) or 3d Extension	1,059,023	6	" "	"	34			
Belvidere Delaware :					River Line bonds	20,000	7			1887			
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	Clev., Columbus and Cin. :								
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1st Mortgage, Coupon	500,000	7	Jan. & July.	New York.	64-90			
3d Mortgage (do.)	589,500	6	Feb. & Aug.	"	Cleveland and Toledo :								
Boston Concord and Montreal :					Junction 1st Mortgage 1st Div.	284,000	7	April & Oct.	New York.	1867			
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	Junction 1st Mortgage 2d Div.	164,000	7	June & Dec.	"	101			
1st Mortgage	300,000	7	" "	New York.	Tol. Nor. and Clev. 1st Mort.	439,000	7	Feb. & Aug.	"	75			
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	Tol. Nor. and Clev. 2d Mort.	176,500	7	" "	"	1863			
2d Mortgage Coupons	250,000	7	" "	New York.	C. and T. Income Mortgage	66,150	7	March & Sept.	"	75			
Sinking Fund	200,000	6	" "	Boston.	C. and T. Income (convertible)	119,000	7	Jan. & July.	"	1864			
Boston and Lowell :					C. and T. Dividend (convert.)	126,410	7	April & Oct.	New York.	1865			
Mortgage	440,000	6	Jan. & July.	Boston.	C. and T. Income (convertible)	25,000	7	March & Sept.	"	1870			
Buffalo, New York and Erie :					C. and T. (S. F.) Mortgage	2,677,000	7	Jan. & July.	"	110			
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	Dividend (due 1860, '61, '62, '66)	74,900		June & Dec.	New York.	var.			
2d Mortgage coupon	426,714	7	May & Nov.	"	Connecticut River :								
Buffalo and State Line :					Mortgage	250,000	6	March & Sept.	Boston.	1878			
1st Mortgage	500,000	7	April & Oct.	New York.	Connecticut and Passump. Rivers :								
Income in '69, in '72)	200,000	7	Jan. & July.	"	1st Mortgage	800,000	6	June & Dec.	Boston.	90			
Unsecured	200,000	7	" "	"	Cumberland Valley :								
Special Erie and North-East	149,000	7	" "	"	1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904			
Burlington and Missouri :					2d Mortgage	109,500	8	" "	"	1904			
1st Mort. on 1st Division	500,000	7	Feb. & Aug.	New York.	Dayton and Michigan :								
Cairo and Fulton (Mo.) :					1st Mortgage	300,000	8	Jan. & July.	New York.	1867			
State (Mo.) Loan	650,000	6	"	"	2d Mortgage	2,503,000	8	" "	"	1881			
Camdon and Amboy :					Dayton and Western :								
English debt (S. F.) £453,003	2,192,923	6	Semi-annual.	London.	1st Mortgage	289,000	7	March & Sept.	New York.	1882			
Converted Sterling Loan	793,200	5	"	"	2d Mortgage	170,000	7	June & Dec.	"	50			
American Loan	762,000	6	"	New York.	State Loan	170,000	6	" "	"	40			
Extra Dividend Loan	334,458	6	"	"	Delaware :								
Loan for \$500,000	500,000	6	"	"	1st Mortgage guar. by P., W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875			
" " \$800,000	790,600	6	"	"	Guaranteed	100,000	6	" "	"	105			
" " \$675,000	675,000	6	"	"	State Loan	170,000	6	" "	"	1876			
" " \$1,700,000	1,700,000	6	"	"	Delaware, Lackawanna and W'N :								
" " \$2,600,000	867,000	6	"	"	1st Mortgage (Lack. and Western)	900,000	7	April & Oct.	New York.	1871			
Consolid. Mort. Loan \$5,000,000					2d Mortgage	1,499,000	7	" "	"	111			
Camden and Atlantic :					2d Mortgage	2,616,500	7	March & Sept.	"	100			
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1st Mortgage (convertible)	2,600,000	7	Jan. & July.	New York.	1875			
Cataviss :					2d Mortgage	8,000	8	" "	"	60			
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	3d Mortgage (convertible)	750,000	10	" "	"	1863			
Cayuga and Susquehanna :					4th Mortgage (G. W. R. R.)	500,000	8						
1st Mortgage	300,000	7	Jan. & July.	New York.	Dubuque and Sioux City :								
Central of New Jersey :					1st Mortgage coupon	200,000	7	Jan. & July.	New York.	1883			
1st Mortgage	1,400,000	7	Feb. & Aug.	New York.	1st Mortgage	344,000	7						
2d Mortgage	600,000	7	May & Nov.	"	Income (due \$75,000 annually)	150,000	6	June & Dec.	Boston.	63-64			
Central Ohio :					2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872			
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874			
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1st M. (State) \$75,000 a yr after '64	500,000	5	Ja. Ap. Ju.Oc.	"	100			
2d Mortgage	800,000	7	June & Dec.	New York.	East Tennessee and Georgia :								
3d Mortgage (S. F.)	950,000	7	" "	"	State, 1st Mortgage	970,000							
4th Mortgage (S. F.)	1,365,800	7	" "	"	Mortgage (ordinary)	150,000							
Charleston and Savannah :					Endorsed by State of Tennessee	790,688							
1st Mortgage (endorsed)	510,000	6			State, 1st Lien	1,802,000							
2d Mortgage	1,040,000	7			Endorsed by State of Tennessee	200,000							
Cheshire :					1st Mortgage (after State)	100,000							
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	Redeemable in Stock	66,950							
Chicago, Burlington & Quincy :					1st Mortgage	757,734	7						
Trust Mort. S. F. convertible	441,000	8	Jan. & July.	New York.	Erie and North-East :								
" " " " " inconvertible	3,034,000	8	" "	"	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70			
Plain Bonds, dated Sept. 20, 1860	755,000	7	March & Sept.	"	Internal Improvement (State)	1,655,000	7						
2d Mortgage, inconvertible	935,500	4	July.	Frankfort o.M.	Free Land, 2d Mortgage	1,500,000	8						
Chicago and Aurora, 1st Mort.	135,000	7	Jan. & July.	New York.	Florida and Alabama :								
Central Military Tract, 1st Mort.	106,000	7	" "	"	Internal Improvement (State)	7							
" " " 2d Mort.	83,000	8	May & Nov.	"	Internal Improvement (State)	1,655,000	7						
" " " Plain	26,000	8	March & Sept.	"	Free Land, 2d Mortgage	1,500,000	8						
Chicago and Alton :					Florida :								
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1st Mortgage	1,655,000	7						
1st Mortgage pref. S. F.	600,000	7	April & Oct.	"	Internal Improvement (State)	1,655,000	7						
Income Bonds	1,100,000	7	May & Nov.	"	Free Land, 2d Mortgage	1,500,000	8						
Chicago and Milwaukee :					Florida and Alabama :								
1st General Mort.		7	Jan. & July.	New York.	Internal Improvement (State)	7							
1st " " (Q. & M. conv.		7	May & Nov.	"	Internal Improvement (State)	1,655,000	7						
1st " " (M. & C.)		8	Jan. & July.	"	Internal Improvement (State)	1,655,000	7						
2d " " (Q. & M. conv.)		8	" "	"	Internal Improvement (State)	1,655,000	7						

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²) signifies that the road is in the hands of receivers. (7) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Description	Amount	Interest	Interest.		
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.
N. York, Providence and Boston:											
1st Mortgage	\$232,000	6 Feb. & Aug.	New York	73-78	---	Racine and Mississippi:					
North Carolina:	3,000,000	6				1st Mortgage (Eastern Division)	\$680,000	8		New York	---
State Loan						1st Mortgage (Western Division)	757,000	8	"	"	1875
Northeastern (S. C.):						Raleigh and Gaston:					
1st Mortgage	700,000					Coupon	100,000				1862
2d Mortgage	224,500					Richmond and Danville:					
Northern Central:						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	var.
Balt. and Susq. R. R. (Coupons)	150,000	6 Ja. Ap. Ju. Oc.	Baltimore	1866	---	Guaranteed by State	200,000	7	April & Oct.	Richmond	1876
Md. State Loan (Irredeemable)	1,500,000	6 " "	"			Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869
York and Cumberland 1st Mort.	175,000	6 May & Nov.	"	1870	101	Richmond, Fred. and Potomac:					
York and Cumberland 2d Mort.	25,000	6 Jan. & July	"	1871		Sterling (£67,000)	324,006	6			1880
Y. and C. guar. by Balt. 3d Mort.	500,000	6 " "	"	1877		Richmond and Petersburg:					
N. C. Contract, 2d Mort.	300,000	6 Ja. Ap. Ju. Oc.	"	1876		Coupon	159,000				1875
Construction, 3d Mort.	2,500,000	6 Jan. & July	"	1885	101	Butland and Burlington:					
Northern (Ogdensburg):						1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863
1st Mortgage	1,500,000	7 April & Oct.	New York	1859	98	2d Mortgage	937,500	7	"	"	1863
2d Mortgage	8,077,000	7 " "	"	1861	34	3d Mortgage	440,000	7	"	"	1863
North Missouri:						Sacramento Valley:					
State Loan (30 years)	4,350,000	6 Jan. & July	New York	72-87	90	1st Mortgage	400,000	10	Jan. & July	New York	1875
North Pennsylvania:						2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881
Mortgage	2,500,000	6 April & Oct.	Philadelphia	1875	96	2d Mortgage	997,000	7			1886
Chatel Mortgage	360,000	6 " "	"	1887	121	3d Mortgage	1,000,000	7			1875
Northern (N. H.):						Six per cent	422,324	6			1878
Bonds due 1864 and 1874	220,700	6 April & Oct.	Boston	1844-74	104	Sand'ky, Mansfield and Newark:					
Norwich and Worcester:						1st Mortgage	1,290,000	7	Jan. & July	New York	1866
Mass. State Loan	400,000	6 Jan. & July	Boston	1877		Saratoga and Whitehall:					
Bonds for Dividend Scrip	100,000	7 " "	New York	1844-74		1st Mortgage	250,000	7	April & Oct.	New York	1858
Steamboat Bonds	200,000	7 Feb. & Aug	"	1883-70		1st Mortgage (R. and W. Br.):	100,000	7	March & Sept.	"	1860
Ohio and Mississippi (O. and Ind.):						Seaboard and Roanoke:					
1st Mortgage	2,050,000	7 Jan. & July	New York	1872		1st Mortgage	300,000	7			1880
2d Mortgage	258,000	7 April & Oct.	"	1880		3d Mortgage	75,000	7			1870
Construction	4,242,000	7 March & Sept.	"	1876	17	Dividend Bonds	129,083	7			1873
Income	3,320,000	7 May & Nov.	"	1881		South Carolina:					
Orange and Alexandria:						State Loan	187,000	5			1868
1st Mortgage	400,000	6 May & Nov.	New York	1866		Sterling	183,333	6			1863
2d Mortgage or 1st Extension	1,200,000	6 Jan. & July	"	1875		Sterling	2,000,000	5		London	1866
2d Extension	600,000	8 May & Nov.	"	1878		Southern Mississippi:					
Pacific (Mo.):						1st Mortgage	500,000				
State (Mo.) Loan	7,000,000	6 Jan. & July	New York	71-87	69	South-Western (Ga.):					
State Loan (S. W. Branch)	1,288,000	6 " "	"	87-89		1st Mortgage	631,000				1875
Construction	3,235,000	7 " "	"	-----	50	1st Mortgage	500,000				
Panama:						2d Mortgage	450,000				
1st Mortgage Sterling	1,250,000	7 April & Oct.	London	1865	100	Steubenv. and Ind. (P. C. and C.):					
2d Mortgage Sterling	1,150,000	7 Feb. & Aug.	"	1872		1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870
Pennsylvania:						2d Mortgage	900,000	7	"	"	1865
1st Mortgage	4,980,000	6 Jan. & July	Philadelphia	1880	108	St. Louis and Iron Mountain:					
2d Mortgage	2,421,000	6 April & Oct.	"	1875	107	State (Mo.) Aid	3,501,000	6		New York	---
2d Mortgage Sterling	2,126,000	6 " "	London	1875		St. Louis City Subscription	500,000				90
State Works Bonds	1,000,000	5 Jan. & July	Harrisburg	1894	105	St. Louis County Subscription	1,000,000				
Penobscot and Kennebec:						Sunbury and Erie:					
Bangor City 1st Mortg. (Coupon)	780,000	6 April & Oct.	Boston	74-75		1st Mortg. (Sunbury to W'mp't)	1,000,000	7	April & Oct.	Philadelphia	1877
2d Mortgage (Coupon)	277,000	6 Feb. & Aug.	Bangor	1876		Mortgage (half to State)	7,000,000	5	Jan. & July	"	75-78
3d Mortgage (Coupon)	150,000	6 March & Sept.	"	1871		Syracuse, Binghamton and N. Y.:					
Pearl and Quawka:						1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876
1st Mortg. (W. Ext.) convertible	500,000	8 May & Nov.	New York	1862		St. Louis, Alton & Terre Haute:					
1st Mortg. (E. Ext.) convertible	500,000	8 June & Dec.	"	1873		1st Mortgage (series A):	1,100,000	7	Jan. & July	New York	1894
Peterb'g and Lynah'b'g (S. Side):						2d Mortgage (series B):	1,100,000	7	April & Oct.	"	1894
State (Va.) Loan (S. F.):	800,000	7				3d Mortgage (series C):	1,400,000	7	Feb. & Aug.	"	1894
1st Mortgage (1859-70-75)	265,000	6				4th Mortgage (series D):	1,400,000	7	May & Nov.	"	1894
5d Mortgage (1862-70-72)	378,000	6				" Income (series E):	1,700,000	7	"	"	1894
Special Mortgage (1865-68)	175,000	6				Tennessee and Alabama:					
Last Mortgage (1861 to 1869)	133,500	5				State (Tenn.) Loan	814,000				
Phila., German'n and Norrist'n:						Terre Haute and Richmond:					
Consolidated Loan	119,800	6 Jan. & July	Philadelphia	1865	105	1st Mortgage (convertible)	171,000	7	March & Sept.	New York	1866
Convertible Loan	292,500	6 " "	"	1885	119	1st Mortgage (Toledo and Wabash):					
Philadelphia and Reading:						1st M. (Toledo and Wabash):	900,000	7	Feb. & Aug.	New York	1865
Bonds of 1856, (nonconvertible)	408,000	5 Jan. & July	Philadelphia	1867		2d M. (L. E. Wab. and St. Louis):	2,500,000	7	"	"	1865
" 1856	192,000	5 " "	"	1890	103	3d M. (Toledo and Wabash):	1,000,000	7	May & Nov.	"	1878
" 1849	2,084,600	6 April & Oct.	"	1870		Interest Bonds:	245,700	7			
" 1861	275,000	6 Jan. & July	"	1871	109	Vermont Central:					
" 1843	1,531,300	6 " "	"	1880		1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861
" 1844, (convertible)	863,000	6 " "	"	1890	122	2d Mortgage Coupon	1,185,000	7	Jan. & July	"	1867
" 1848	124,000	6 " "	"	1890	110	Virginia Central:					
" 1849	83,000	6 " "	"	1890	110	Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880
" 1857	8,417,000	6 " "	"	1896	118	Mortgage (coupons):	198,000	5	"	Rich'dm'd & New York	1872
" 1856	1,470,000	7 " "	"	1886	128	Mort., (coupons):	926,000	6	"	"	1894
Phila., Wilmington and Baltimore:						Virginia Central:					
Mortgage Loan	2,490,500	6 Jan. & July	Philadelphia	1884	131	1st Mortgage	1,000,000	6	Jan. & July	Richmond	1887
Improvement	88,500	6 May & Nov.	Boston	1863		2d Mortgage	500,000	6	"	New York	1872
Pittsburg and Connelleville:						3d Mortgage	1,000,000	6	"	"	80
1st Mortgage (Turtle Cr. Div.)	400,000	6 Feb. & Aug.	New York	1889		Salt Works Br. Mort. due '55-'61	203,000	6	"	Lynchburg	var.
Pittsbg, Ft. Wayne and Chicago:						Warren (N. J.):					
1st Mortgage (series A):	875,000	7 Jan. & July	New York	1912	105	1st Mortgage	568,500	7	Feb. & Aug.	New York	1875
" (series B):	875,000	7 Feb. & Aug.	"	1912		2d Mortgage	60,000	7	April & Oct.	New York	1880
" (series C):	875,000	7 Mar. & Sept.	"	1912		3d Mortgage	25,000	7	Jan. & July	Chester	1871
" (series D):	875,000	7 April & Oct.	"	1912		Watertown and Rome:					
" (series E):	875,000	7 May & Nov.	"	1912		Mortgage (new bonds):	800,000	7	March & Sept.	New York	1880
" (series F):	875,000	7 Jun. & Dec.	"	1912		Western (Mass.):					
" (series G):	860,000	7 Jan. & July	"	1912	101	Sterling (£899,900):	4,319,520	5	April & Oct.	London	1883-71
" (series H):	860,000	7 Feb. & Aug.	"	1912		Dollar Bonds:	850,000	6	"	Boston	1875
" (series I):	860,000	7 Mar. & Sept.	"	1912		Albany City Bonds:	1,000,000	6	Jan. & July	"	1884
" (series K):	860,000	7 April & Oct.	"	1912		Hudson & Boston R. R. Loan:	160,000	6	June & Dec.	dem.	109
" (series L):	860,000	7 May & Nov.	"	1912		Elmira and Williamsport:					
" (series M):	860,000	7 June & Dec.	"	1912	86	1st Mortgage:	1,000,000	7	Jan. & July	Philadelphia	1880
2d Bonds	2,000,000	7 April	"	1912		2d Mortgage:	596,000	7	May & Nov.	New York	1886
Bridge Bonds	185,000	7 May & Nov.	Philadelphia	1870		3d Mortgage:	200,000	7	"	"	1872
Chicago Depot Bonds	297,558	6 May & Nov.	Chicago	1865		Wilmington and Manchester:					
"	30,430	8 May & Nov.	"	1865		1st Mortgage:	596,000	7	May & Nov.	New York	1872
Pittsburg and Steubenville:						2d Mortgage:	200,000	7	"	"	
Mortgage	800,000	7 Feb. & Aug.	New York	1865		Wilmington and Weldon:					
Potadam and Watertown:	1,000,000	7 June & Dec.	New York	74-75		Mortgage, payable in England:	443,555	6	Jan. & July	London	1863
Quincy and Chicago:						Sterling, issued in 1858:	144,500	6	"	"	1868
1st Mortg.	1,200,000					Company's endorsed by State:	180,000	6	"	"	1872

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Brackets (---) signify "not ascertained." Land-Grant Railroads are in *italics*.

Year ending.	Railroad.		Equipment.		Cars.	Companies.	Abstract of Balance Sheet.						Earnings.															
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.			Engines.	Passenger.	Freight, etc.	Cars.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.						
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.							
30 Jun. '59	65.0	—	—	50.6	—	—	—	—	—	—	—	—	—	—	—	—	101,102	37,366	—	—	—	—						
29 Feb. '59	30.3	—	—	58.1	2	2	19	—	—	—	461,505	30,991	—	335,010	109,500	21,632	51,965	30.3	55,791	31,852	—	—						
31 May. '60	109.6	—	—	57.8	11	9	102	—	—	—	2,261,927	184,906	—	1,067,006	777,777	240,486	2,170,023	109.6	207,626	111,232	—	—						
30 Jun. '59	57.0	—	—	171.3	—	—	—	—	—	—	1,500,000	—	—	—	—	—	600,431	—	600,431	—	—	—						
1 Apr. '61	—	—	—	67.2	1	2	10	—	—	—	590,216	—	—	—	—	—	—	—	—	—	—	—						
1 May. '61	469.8	13.5	—	49.4	40	28	502	—	—	—	12,000,000	—	—	—	—	—	—	—	—	—	—	—						
29 Feb. '60	88.5	28.4	—	—	23	14	283	—	—	—	1,888,718	427,265	100,000	1,419,760	922,622	23,579	2,582,505	118.0	1,402,868	688,370	—	—						
1 May. '61	—	—	—	209.5	—	—	—	—	—	—	—	—	—	—	—	—	—	505,156	260,269	6	—	—						
—	—	—	—	301.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—						
30 Nov. '58	38.5	—	—	107.5	—	—	—	—	—	—	553,877	—	—	—	—	—	351,524	440,000	10,725	811,949	—	—						
30 Dec. '60	22.5	—	—	—	—	—	—	—	—	—	1,498,350	—	—	793,850	700,000	—	—	1,493,850	22.5	—	230,251	104,594	—					
1 Feb. '63	23.8	—	8.2	—	4	5	44	—	—	—	344,475	66,488	—	307,010	100,000	—	418,825	23.8	47,301	31,546	36,019	5						
30 Sep. '62	122.4	15.0	75.1	16	20	241	—	—	—	3,902,356	302,511	—	1,936,740	2,037,650	211,574	4,442,584	122.4	229,068	801,402	126,018	—							
31 Aug. '63	61.4	1.6	64.5	—	21	302	—	—	—	3,260,095	254,000	141,706	2,850,000	927,000	—	4,181,255	78.0	404,297	958,450	596,153	17 142							
31 Dec. '62	74.0	—	8.9	—	11	17	256	—	—	—	2,439,776	—	—	2,000,000	240,000	61,572	2,625,236	124.0	—	284,486	70,187	—						
31 Dec. '62	57.0	—	1.3	—	7	11	175	—	—	—	1,210,899	200,000	—	1,031,900	358,050	26,924	1,564,661	62.0	—	203,420	97,700	6						
31 Dec. '62	62.0	—	2.6	—	6	12	29	—	—	—	1,454,040	—	—	—	—	—	1,010,000	650,000	—	1,812,475	operated by N. Y. & N. H.	1174						
31 Dec. '62	75.9	8.9	7.2	—	3	8	—	—	—	—	1,774,455	38,028	—	602,152	75,526	—	696,827	66.0	150,905	151,731	38,766	6 90						
31 Dec. '62	66.0	—	5.9	—	7	7	91	—	—	—	1,465,832	324,493	—	3,000,000	2,000,000	9,298	5,764,342	114.7	518,510	1,036,437	454,096	12 121						
30 Nov. '62	61.3	1.0	63.8	—	28	74	407	—	—	—	2,463,988	149,711	214,100	2,123,600	798,300	9,298	3,084,867	66.4	294,173	353,664	158,927	92						
31 Oct. '60	84.3	—	—	10.7	—	—	—	—	—	—	1,553,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—						
31 Oct. '62	16.2	—	—	—	—	—	—	—	—	—	794,360	—	18,535	744,520	—	5,024	749,844	5.0	—	27,288	10,290	9						
—	—	—	150	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—							
30 Apr. '60	32.0	—	8.0	18.0	3	1	—	—	—	—	6 Florida	—	—	191,485	195,000	75,894	619,112	32.0	—	7,857	—	3,535						
—	—	—	59.0	—	—	—	—	—	—	—	Florida and Alabama	—	—	—	—	—	—	—	—	—	—	—						
—	—	—	100.0	3.9	10.0	153.5	—	—	—	—	Florida, Atlantic and Gulf Central	—	—	—	—	—	—	—	—	—	—	—						
—	—	—	154.2	—	—	—	—	—	—	—	Pensacola and Georgia	—	—	—	—	—	—	—	—	—	—	—						
—	—	—	—	—	—	—	—	—	—	—	Georgia	—	—	—	—	—	—	—	—	—	—	—						
—	—	—	—	—	—	—	—	—	—	—	Atlanta and West Point	—	—	1,192,389	—	—	1,250,000	120,000	—	1,597,385	86.7	—	418,036	365,827	8 125			
—	—	—	92.6	8.7	70.9	—	—	—	—	—	Atlanta and Gulf—M. Trunk	—	—	—	—	—	—	—	—	—	—	—						
—	—	—	63.0	53.0	—	—	—	—	—	—	Augusta and Savannah	—	—	1,082,300	—	—	733,700	129,500	—	—	53.0	—	168,988	95,612	—			
—	—	—	43.5	—	23.7	—	—	—	—	—	Brunswick and Florida	—	—	756,900	—	—	151,387	—	—	—	—	—	—	—	—			
—	—	—	191.0	—	53	62	697	—	—	—	Central of Georgia (and Bank)	—	—	4,366,600	—	—	4,366,600	—	—	6,590,172	229.0	879,468	1,715,026	764,574	10 100			
—	—	—	102.5	—	19	16	171	—	—	—	Georgia (and Bank)	—	—	4,156,000	—	—	4,156,000	312,500	—	8,123,345	252.0	1,159,188	523,043	8 100				
—	—	—	102.5	—	19	16	171	—	—	—	Macon and Western	—	—	1,500,000	—	—	1,500,000	12,295	—	1,658,976	102.5	226,241	404,618	212,676	19 72			
—	—	—	50.0	—	7	2	107	—	—	—	Muscooge	—	—	774,244	162,534	—	669,950	249,000	—	1,026,868	60.0	—	202,734	110,516	8			
—	—	—	68.1	—	3	4	33	—	—	—	Savannah, Albany and Gulf	—	—	1,336,634	52,374	—	1,275,901	10,200	—	1,180,821	140.7	—	3,822,913	228.8	888,855	13		
—	—	—	100.8	10.2	18	22	291	—	—	—	South Western	—	—	3,770,425	—	—	2,921,900	396,600	19,913	—	—	—	—	—	—			
—	—	—	138.0	—	52	24	705	—	—	—	Western and Atlantic	—	—	5,901,497	—	—	5,901,497	—	—	1,880	—	—	832,343	454,541	—			
—	—	—	—	—	—	—	—	—	—	—	Illinois	—	—	—	—	—	—	—	—	—	—	—	—	—				
—	—	—	22.0	—	35	38	712	—	—	—	Chicago and Alton	—	—	8,117,539	—	—	4,244,222	410,000	157,877	8,721,057	281.0	976,351	1,225,001	457,794	8 86			
—	—	—	26.0	—	73	46	1,249	—	—	—	Chicago, Burlington and Quincy	—	—	6,444,452	1,490,361	4,438,510	5,738,640	610,254	1,308,146	2,412,821	1,206,039	8 125						
—	—	—	45.0	—	6	14	101	—	—	—	Chicago and Milwaukee	—	—	1,799,594	67,569	120,000	988,000	762,866	188,095	2,050,066	45.0	14 mo.	248,282	185,284	70			
—	—	—	242.0	—	29.0	36	705	—	—	—	Chicago and Northwestern	—	—	12,326,380	510,983	—	8,731,316	8,335,000	226,641	13,147,136	124.0	1,063,054	448,503	49				
—	—	—	181.8	—	61	57	960	—	—	—	Chicago and Rock Island	—	—	7,009,728	—	—	5,603,000	1,467,000	—	7,743,039	228.4	1,030,884	1,529,141	513,100	6 183			
—	—	—	33.2	—	35	38	712	—	—	—	Fox River Valley	—	—	580,000	—	—	580,000	—	—	84.0	—	—	10,551,145	341.7	1,420,341	1,777,541	834,606	6 115
—	—	—	84.0	—	66	63	1,369	—	—	—	Galena and Chicago Union	—	—	8,108,705	1,511,917	248,560	6,028,400	3,355,000	—	4,214,342	180.0	—	742,097	377,476	65			
—	—	—	174.5	5.5	21	22	504	—	—	—	Great Western	—	—	4,039,561	—	—	1,648,561	236,000	—	36,071,								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending	Railroad,		Equipment		Abstract of Balance Sheet.										Earnings.					
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Road in progress or projected.	Companies.					Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.		
					Cars.	Engines.	Passenger.	Freight, etc.	No.	No.	Railroad and Appurtenances.	Rolling Stock.	Interest in foreign works.	Share Capital paid in.	Bonded and Mortgage Debts.	Floating Debt.	Balance Total, incl. all other assets and liabilities.			
30 Nov. '62	55.0	—	—	6 4	74	Androscoggin	1,050,000	*	—	—	151,883	444,688	205,584	757,381	36.5	16,844	79,761	43,461	—	
30 Jun. '62	149.0	—	25.0	41 17	349	Atlantic and St. Lawrence	6,788,205	867,784	—	—	2,494,900	3,068,491	—	7,988,475	149.0	oper. by Gd. T.	—	—	46	
30 Jun. '62	12.5	—	2.0	4 3	45	Bangor, Oldtown and Milford	244,720	*	—	—	135,000	3,472,000	40,576	244,728	12.5	—	80,830	Loss.	—	—
30 Sep. '61	63.0	9.5	8.0	12 11	120	Kennebec and Portland	2,871,264	*	—	—	1,287,779	—	271,143	2,900,998	109.5	139,958	172,113	91,487	—	—
31 May. '63	99.7	9.5	—	18 20	231	Maine Central	4,211,878	*	—	—	1,050,860	3,068,491	139,352	4,259,303	109.2	186,240	223,032	174,028	—	—
31 Dec. '59	—	—	14.0	—	—	Penobscot	328,412	78,014	—	—	300,000	75,000	—	—	—	—	—	—	—	—
31 May. '68	51.8	—	—	10 4	108	Portland, Saco and Portsmouth	1,494,792	*	—	100,000	1,600,000	—	—	—	—	—	—	283,197	170,276	6
31 May. '69	87.0	—	—	—	—	Somerset and Kennebec	783,768	—	—	—	169,200	556,600	—	—	—	—	66,406	28,404	—	
31 May. '61	18.5	—	33.5	—	—	York and Cumberland	1,090,000	*	—	—	370,000	450,000	270,000	1,090,000	18.5	—	26,386	—	—	—
MAINE.																				
30 Sep. '60	279.0	7.2	—	236 124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	18,118,002	10,781,833	566,070	31,541,011	266.8	—	3,922,203	2,305,785	6	104	
30 Sep. '60	30.0	—	—	7 33	167	Washington Branch	1,650,000	—	—	—	1,650,000	—	—	1,824,806	32.0	187,427	462,580	290,940	9	
31 Dec. '62	138.0	4.0	18.4	51 28	1,547	Northern Central	7,636,009	774,568	466,133	—	2,260,000	8,150,000	402,064	9,938,021	155.0	940,558	1,920,641	927,341	46	
MARYLAND.																				
30 Nov. '62	21.2	—	2.1	—	—	Berkshire	500,000	100,000	—	—	600,000	—	—	600,000	21.2	—	42,000	42,000	7	
30 Nov. '62	26.7	1.8	48.6	21 37	602	Boston and Lowell	2,245,143	183,345	—	—	1,830,000	440,000	21,046	2,755,516	70.9	336,565	421,967	136,191	68	
31 Mar. '63	74.8	8.8	61.1	33 72	484	Boston and Maine	3,880,350	400,463	499,908	—	4,076,974	—	—	5,026,336	119.3	630,840	945,980	450,302	8	
30 Nov. '62	47.0	7.0	32.5	25 40	209	Boston and Providence	2,952,600	207,400	—	—	3,160,000	122,720	—	2,462,989	61.8	435,121	702,222	355,362	8	
30 Nov. '62	44.6	24.0	60.1	30 68	273	Boston and Worcester	4,062,594	437,416	100,000	—	4,500,000	93,664	—	5,355,384	83.6	564,117	1,006,130	490,304	8	
30 Nov. '62	46.0	1.1	2.7	7 15	102	Cape Cod Branch	907,760	123,365	—	—	681,854	141,800	—	1,085,074	47.1	75,219	102,627	60,053	24	
30 Nov. '62	50.0	2.4	5.8	12 19	176	Connecticut River	1,614,386	187,568	—	—	1,591,100	250,000	—	1,900,919	82.4	268,162	133,854	60,103	9	
30 Nov. '62	44.2	30.8	28.2	26 54	413	Eastern	3,912,207	316,165	264,102	—	2,565,400	1,912,800	80,000	4,766,000	89.0	462,168	635,028	318,734	97	
30 Nov. '62	19.0	1.3	3.8	—	—	Eassey	742,592	4,416	—	—	299,108	280,261	184,750	744,119	21.2	56,482	55,801	15,103	67	
30 Nov. '62	50.9	42.8	74.5	23 36	646	Fitchburg	1,819,851	250,149	—	—	3,640,000	—	—	3,829,341	93.4	342,642	580,580	254,146	6	
30 Nov. '62	14.0	2.8	4.4	36	—	Fitchburg and Worcester	234,774	40,226	—	—	219,826	64,100	5,846	289,772	26.4	33,739	88,588	4,819	6	
30 Nov. '62	29.8	3.0	3.8	—	—	Hampshire and Hampden	577,963	28,748	—	—	292,951	803,014	—	606,861	29.8	27,424	16,344	1,233	—	
30 Nov. '62	12.4	2.3	2.4	2 4	26	Lowell and Lawrence	332,885	30,276	—	—	200,000	75,000	11,752	367,182	12.4	—	21,780	6	—	—
30 Nov. '62	14.5	17.2	11.9	11 19	357	Nashua and Lowell	568,919	96,684	—	—	600,000	—	—	802,401	71.0	148,515	188,303	46,640	8	
30 Nov. '62	20.1	1.5	1.1	5 14	74	New Bedford and Taunton	502,760	54,214	14,000	—	500,000	300,000	—	800,000	36.7	42,262	184,178	45,863	5	
30 Nov. '62	27.0	—	2.4	—	—	Newburyport	597,386	—	—	—	220,340	234,900	140,902	597,386	—	oper. by B. & M. Co.	—	—	—	
30 Nov. '62	25.0	0.6	8.0	3 4	13	N. York and Boston Air Line	82,464	46,269	—	—	233,701	550,000	175,672	1,019,873	25.0	58,624	44,589	9,653	20	
30 Nov. '62	79.5	7.8	26.5	24 64	456	Old Colony and Fall River	8,005,445	354,503	—	—	3,015,100	350,500	124,058	4,187,740	102.1	388,506	580,150	312,031	6	
30 Nov. '62	18.7	—	0.7	1 2	1	Pittsfield & N. Adams, guar.	422,430	11,247	—	—	450,000	—	—	450,000	18.7	—	23,677	6	100	
30 Nov. '62	48.4	1.0	14.9	15 18	352	Providence and Worcester	1,408,086	262,816	—	—	1,600,000	97,000	—	1,697,000	44.4	206,064	327,457	161,357	8	
30 Nov. '62	16.9	—	1.7	—	—	Salem and Lowell	381,470	82,543	—	—	243,608	226,900	464	471,170	82.0	oper. by B. and L.'ll	17,500	4	110	
30 Nov. '62	11.5	—	0.4	2 9	17	South Shore	462,867	39,226	—	—	259,685	150,000	1,456	531,715	11.6	22,218	64,428	20,484	16	
30 Nov. '62	21.9	—	1.1	—	—	Stockbridge and Pittsfield	446,600	4,100	—	—	448,700	—	—	448,700	oper. by Ho.	31,409	—	—	—	
30 Nov. '62	11.1	0.6	1.2	3 10	70	Taunton Branch	250,000	—	—	—	250,000	—	—	239,740	11.7	51,210	134,018	23,376	9	
30 Nov. '62	6.1	—	36.5	—	—	Troy and Greenfield	1,756,370	—	—	—	923,810	979,308	42,352	1,945,470	ope. by T.	39	404	—	—	
30 Nov. '62	8.8	8.0	11.3	33 13	180	Vermont and Massachusetts	3,309,567	207,343	—	—	2,214,225	990,625	—	3,216,900	77.3	112,242	216,065	115,941	39	
30 Nov. '62	156.1	17.8	126.6	73 61	1,179	Western (incl. Alb. & W.S. etc.)	10,122,764	1,096,712	—	—	5,160,000	6,417,520	47,006	14,424,472	218.0	1,257,201	2,096,922	984,564	8	
30 Nov. '62	46.7	—	9.3	10 12	146	Worcester and Nashua	1,147,044	123,363	—	—	1,141,000	141,500	1,120	1,356,645	45.7	164,248	200,744	92,979	5	
MICHIGAN.																				
1 Jun. '62	17.8	—	2.7	2 1	100	Bay de Noguet and Marquette	built and equipped by G.	Tr. Tr. R.	R. Co. of Canada	—	—	—	—	—	—	—	—	—	—	
30 Sep. '62	57.0	—	—	—	—	Detroit and Milwaukee	8,270,623	647,598	—	—	2,950,000	4,250,000	—	9,008,369	188.0	—	340,898	—	—	
30 Jun. '62	188.0	—	—	—	—	Flint and Pere Marquette	—	—	—	—	—	—	—	—	—	—	—	—		
30 Nov. '62	188.0	—	—	—	—	Grand Rapids and Indiana	—	—	—	—	—	—	—	—	—	—	—	—		
31 May. '62	284.8	—	23.4	98 85	1,559	Michigan Central	13,805,576	*	—	6,057,436	7,999,489	—	14,334,966	329.3	1,448,558	2,946,560	1,674,200	8		
31 Mar. '62	240.0	281.0	—	83 110	1,108	Mich. St. & N'th'n Indiana	13,613,624	1,644,259	1,653,252	9,018,200	9,527,078	—	18,645,278	527.0	2,060,637	2,818,831	1,461,276	94		
31 Dec. '62	89.8	—	—	—	—	Port Huron and Milwaukee	—</													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies Running costs (----) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending...	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.				
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Cars.	Engines.	Passenger.	Freight, etc.	Companies.			Property and Assets.			Liabilities.			Road operated, inc. road leased, etc.		Mileage run by locomotives with trains.		
	M.	M.	M.	No.	M.	No.	No.	10	10	10	10	10	10	10	10	10	M.	M.	Gross.	Dividends.	Price of shares.
10 Sep. '62	2.0	—	137.0	1	10	Albany and Susquehanna	1,044,914	6,367	801,575	200,000	8,500	1,100,375	600,000	2,320,940	45.9	140,555	224,413	128,089	—	—	
10 Sep. '62	11.5	3.8	21.5	4	4	Albany and Vermont	600,000	*	600,000	2,320,940	45.9	140,555	224,413	128,089	—	—	—	—	—	—	
30 Sep. '62	48.9	2.8	—	4	60	Atlantic and Great Western	2,250,277	86,207	687,872	1,607,500	25,568	495,218	open by Tigris	64,461,073	52,327	16,231	3	44,100	—		
30 Sep. '62	14.8	1.6	—	—	—	Bloomsburg and Corning	498,217	*	250,000	220,000	—	236,036	64	464,073	16,231	3	—	—	—	—	
30 Sep. '62	5.4	6.4	—	28	—	Broadway (Brooklyn)	164,621	71,515	200,000	27,500	324	236,036	64	464,073	16,231	3	—	—	—	—	
30 Sep. '62	14.6	9.5	2	59	22	Brooklyn Central and Jamaica	675,087	119,225	492,050	252,100	62,967	807,217	14.5	808,720	127,843	10,867	45	—	—	—	
30 Sep. '62	23.8	26.9	1.9	169	—	Brooklyn City	1,020,370	812,136	1,000,000	170,000	10,000	1,532,600	28,681,216	491,620	118,390	8	150	—	—	—	
30 Sep. '62	5.8	5.3	15.2	25	—	Brooklyn City and Newtown	267,628	*	346,000	146,000	800,000	2,026,950	88.0	437,522	1,307,021	686,570	11	201	—	—	—
30 Sep. '62	142.0	8.0	28	32	402	Buffalo, New York and Erie	3,188,461	160,677	850,000	246,714	135,547	3,682,552	170	609,076	823,425	275,456	100	—	—	—	
30 Sep. '62	68.3	14.5	29	24	399	Buffalo and State Line	2,277,338	506,576	1,977,950	949,000	—	2,026,950	88.0	437,522	1,307,021	686,570	11	201	—	—	—
30 Sep. '62	10.5	0.8	4	20	—	Coney Island and Brooklyn	501,364	*	493,800	7,000	2,717	603,517	10.8	12,036	10.1	30,000	—	—	69	—	—
30 Sep. '62	6.8	6.3	2.7	32	—	Eighth Avenue (New York)	874,128	64,237	800,000	—	25,000	938,365	6.3	2,458,019	369,986	121,565	12	—	—	—	
30 Sep. '62	46.8	2.9	—	—	—	Elmira, Jefferson & Canada	500,000	—	500,000	—	500,000	500,000	in Erie	—	—	—	—	—	—	—	
30 Sep. '62	149.0	19.0	290.0	—	—	Frie	38,985,292	*	19,973,200	18,831,500	480,665	40,285,366	638.0	4,582,369	7,568,973	2,908,542	112	—	—	—	
30 Sep. '62	144.0	4.0	115.1	65	117	Hudson River	10,749,863	1,363,931	3,758,466	9,363,750	288,424	13,420,640	148.0	1,152,45	2,857,829	1,299,954	141	—	—	—	
30 Sep. '62	96.0	2.5	11.4	14	37	Long Island	2,567,102	361,612	1,852,716	782,462	15,213	2,928,474	100.5	226,611	395,451	108,137	24	24	—	—	
30 Sep. '63	297.5	261.0	400.0	239	255	New York Central	27,098,991	6,646,077	791,965	24,209,000	13,779,448	284,411	42,859,860	654.0	6,092,223	10,891,631	3,046,996	7	133	—	—
30 Sep. '62	130.7	21	29.0	32	77	New York and Harlem	9,355,740	650,804	5,717,100	5,995,061	68,186	1,781,297	163.0	507,373	1,154,003	456,098	60	100	—	—	
30 Sep. '62	98.6	1.6	6.9	—	—	Niagara Bridge and Canand	1,000,000	—	1,000,000	—	—	1,000,000	in N.Y. Central	60,000	6	—	—	—	—		
30 Sep. '62	5.0	5.6	8.0	42	—	Ninth Avenue (New York)	851,174	24,600	795,360	22,000	—	875,774	5.0	779,880	89,498	18,429	—	—	—		
30 Sep. '62	118.0	3.8	17.8	28	14	Northern (Ogdensburg)	4,091,455	728,524	4,571,900	1,494,900	—	6,066,800	121.8	341,704	492,438	176,753	0.7	—	—		
30 Sep. '62	35.9	—	2.2	6	10	Oswego and Syracuse	698,935	116,626	310	24,790	10	900,028	27.2	276,266	226,045	66,956	6	133	—		
30 Sep. '62	25.2	—	2.0	7	11	Rensselaer and Saratoga	742,930	167,048	610,000	244,750	—	615,161	38.1	76,625	140,634	77,550	7	133	—		
30 Sep. '62	172.1	17.5	15.4	22	17	Rome, Watertown & Ogdensburg	8,092,378	308,305	1,499,100	1,923,000	64,292	3,456,329	189.6	300,922	455,512	230,219	4	96	—		
30 Sep. '62	21.0	1.6	—	—	—	Saratoga and Schenectady	400,684	—	200,000	65,000	—	480,684	in Rens.	—	—	—	—	—			
30 Sep. '62	40.9	6.6	8.9	8	11	Saratoga and Whitehall	824,622	77,585	500,000	376,000	6,837	882,387	51.3	111,286	146,227	52,258	—	—			
30 Sep. '62	8.0	—	6.0	61	—	Second Avenue (New York)	966,516	135,557	650,000	450,000	42,500	1,142,500	8.0	243,066	51,494	68	—	—			
30 Sep. '62	4.0	4.4	—	88	—	Sixth Avenue (New York)	877,664	209,623	750,000	25,000	—	1,089,317	4.0	1,891,960	358,033	88,285	10	133	—		
30 Sep. '62	13.0	—	0.4	2	6	Staten Island	267,106	36,443	63,102	193,687	70,919	327,708	13.0	50,277	37,010	—	—	—			
30 Sep. '62	81.0	7.6	12	17	—	Syracuse, Binghamton & N.Y.	863,540	2,654	1,200,130	1,640,757	103,757	2,944,457	88.6	229,424	280,871	172,757	—	—			
30 Sep. '62	8.0	8.5	—	112	—	Third Avenue (New York)	1,652,708	104,321	1,170,000	400,000	—	1,757,029	8.0	2,000,000	880,736	62,978	12	240	—		
30 Sep. '62	34.9	8.7	10	9	128	Troy and Boston	1,371,576	198,937	606,911	808,500	271,097	1,636,506	50.0	247,898	271,158	134,965	—	—			
30 Sep. '62	18.5	—	2.7	—	—	Troy and Rutland	482,500	—	825,000	180,000	—	482,500	—	—	—	—	—	—			
30 Sep. '62	2.1	2.1	—	—	—	Troy Union	762,601	—	30,000	680,000	—	752,601	—	—	—	—	—	—			
30 Sep. '62	34.9	—	2.6	514	4	6	Utica and Black River	862,089	*	811,560	—	—	802,089	31.9	61,314	71,899	6,387	—	—		
31 May. '62	94.9	—	6.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	55	223.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	59	97.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	206,917	108,541	—		
30 Sep. '60	161.5	15.0	—	23	18	North Carolina	2,157,503	*	1,545,225	400,000	270,272	2,410,401	94.9	—	106,958	35,572	—	—	—		
30 Sep. '59	161.9	—	3.0	—	192.5	North Carolina	4,35,000	—	4,000,000	—	—	—	—	—	699,716	230,561	—	—	—		
30 Sep. '59	—	—	—	—	—	North Carolina	1,240,241	*	973,300	126,200	—	—	—	—	377,404	494,415	10	120	—		
30 Sep. '60	—	—	—	—	—	Raleigh and Gaston	2,037,788	—	2,155,800	1,334,000	—	3,988,193	198.3	—	—	—	—	—			
30 Sep. '60	—	—	—	—	—	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,984,509	171.9	—	—	—	—	—		
30 Sep. '60	—	—	—	—	—	Wilmington and Weldon	2,868,223	—	107,000	1,340,413	791,055	102,391	3,114,954	171.0	323,000	477,554	235,201	8	—		
30 Sep. '60	—	—	—	—	—	Western North Carolina	2,000,000	—	4,700	290,312	70,860	364,072	—	—	—	—	—	—			
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Dec. '62	118.2	—	17	12	205	Atlantic and Great Western	3,030,584	*	11,900	1,859,813	1,189,000	2,126,126	188.2	641,150	284,820	21	—	—	—		
1 Aug. '61	137.0	—	41	39	508	Central Ohio	5,575,508	92,670	106,123	1,628,356	3,673,000	1,126,458	6,810,432	141.0	699,716	230,561	10	—	—		
31 Mar. '63	60.8	—	22	28	432	Cinc., Hamilton and Dayton	2,933,788	481,083	91,947	2,155,800	—	—	3,988,193	198.3	—	—	—	—	—		
31 Dec. '60	30.0	—	69.1	—	—	Cinc. and Indianapolis Junc.	6,250,541	*	—	2,441,176	3,032,000	228,973	—	—	—	—	—	—	—		
31 Dec. '62	184.4	55.8	—	29	32	Cleveland, Columbus and Cinc.	4,230,777	723,116	74,010	5,000,000	510,000	—	6,454,136	192.0	926,928	1,724,911	1,033,837	20	1		
31 Dec. '62	67.0	—	18.0	13	374	Cleveland and Mahoning	2,555,162	288,789	23,340	1,036,055	1,752,400	128,857	2,917,322	67.0	248,387	375,200	228,651	48	—		
1 Dec. '62	65.5	1.2	29.5	31	34	Clydesdale, Pineville & Ashtabula	3,452,143	595,344	—	3,300,000	1,500,000	—	9,320,616	98.7	454,297	1,561,628	976,923	334	18		
30 Nov. '62	101.2	—	45.30	30	34	Cleveland, Plainfield and Cinc.	7,830,044	*	—	3,532,712	4,824,605	94,329	8,261,646	203.6	1,436,317	2,162,307	1,300,300	111	120		
31 May. '62	101.8	7.9	—	32	40	Cleveland and Toledo	6,700,495	530,727	55,025	3,526,800	3,667,595	7,810,558	188.0	668,371	1,361,587	747,562	48	133			
31 Dec. '62	61.4	—	5.8	6	10	Columbus and Indianapolis	2,555,000	*	—	500,000	1,000,000	125.0	71,720	144,000	84,000	17,760	—	9			
31 Dec. '62	50.0	—	13.0	11	11	Columbus and Xenia	1,413,386	839,553	—	848,770	1,913,800	106,610	2,008,237	126.0	214,404	663,706	451,540	158	158		
31 Dec. '62	7.9	—	8	37	33	Columbus and Xenia	5,454,498	339,553													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

material (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.				
	Main Line.		Cars.		Property and Assets.						Liabilities.						Road operated, incl. road leased, etc.				
	M.	M.	M.	M.	Engines.	No.	Passenger.	Freight, etc.	Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Total, incl. all other assets and liabilities.	Milesage run by locomotives with trains.	Gross.	Net.	P. c.	Price of shares.	
Companies.																					
31 Oct. '62	28.2	1.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '62	34.8	—	27	110	630	—	—	—	552,422	51,480	999,200	250,000	—	—	1,249,200	28.2	102,364	432,351	228,844		
31 Oct. '62	59.5	6.4	89.5	10	14	63	—	—	6,79,924	744,428	351,129	5,620,500	2,579,000	—	—	5,908,406	200.5	582,615	2,250,862	1,090,995	
31 Oct. '62	59.5	6.4	89.5	10	14	63	—	—	2,036,181	109,302	—	1,763,122	1,600,000	110,417	—	3,501,888	72.0	194,000	129,918	50,379	
31 Dec. '62	48.3	50.7	—	121	61	1,312	—	—	17,736,358	—	—	5,709,592	12,935,173	312,399	19,451,676	468.3	2,694,167	3,745,311	1,802,595		
31 Oct. '62	54.0	1.1	5.6	7	4	66	—	—	1,197,774	—	—	5,269,150	97,000	8,406	1,374,555	—	82,809	79,618	9,338		
31 Oct. '62	9.3	16.2	16.0	—	—	—	—	—	576,050	—	—	576,050	—	—	516,050	—	—	—	—		
31 Oct. '62	26.0	6.2	5	1	49	—	—	—	1,178,773	112,824	—	500,000	791,597	5,659	1,237,266	—	57,924	159,534	99,060		
31 Oct. '62	29.0	2.6	—	4	4	101	—	—	719,914	77,999	—	97,550	336,500	65,828	797,913	29.6	81,934	134,788	97,862		
31 Dec. '62	26.4	3.0	—	5	11	23	—	—	1,387,074	—	—	683,431	932,208	8,000	1,644,639	26.4	105,800	141,101	79,544		
RHODE ISLAND.																					
31 Aug. '62	50.0	—	2.0	—	12	17	103	—	2,158,000	—	—	1,508,000	256,800	—	—	62.0	294,700	415,309	199,155	5	
30 Nov. '62	18.6	—	0.5	—	4	8	7	—	424,948	18,299	—	437,17	8,500	—	—	13.6	28,954	26,594	6,739	—	
SOUTH CAROLINA.																					
31 Dec. '62	13.2	1.6	182.4	2	—	26	—	—	2,126,589	—	—	1,916,515	217,577	—	—	2,134,092	13.2	—	—	—	
31 Dec. '62	54.9	47.4	4	3	—	—	—	—	801,615	84,372	250,000	706,365	195,236	197,905	1,099,536	51.9	—	—	—		
31 Dec. '62	109.6	—	—	13	9	176	—	—	1,719,045	—	—	1,201,000	384,000	—	—	109.6	—	263,263	151,536	6	
1 Jan. '63	40.3	—	—	—	—	—	—	—	600,000	—	—	400,000	200,000	—	—	49.3	—	—	—	—	
31 Aug. '62	23.5	—	—	—	—	—	—	—	2,439,769	324,161	—	1,429,008	1,146,000	345,546	2,919,564	164.5	—	341,190	125,871	5	
31 July '62	32.0	—	—	—	—	—	—	—	196,230	—	—	200,000	—	—	200,000	22.5	—	—	—		
28 Feb. '63	102.0	—	—	—	—	—	—	—	543,406	—	—	400,000	106,218	—	—	575,729	32.0	—	27,568	8,527	
31 Dec. '62	106.0	—	—	—	62	59	790	—	2,011,662	—	—	985,748	960,410	106,172	2,057,325	102.0	—	220,014	96,145	—	
31 July '62	25.1	—	41.9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1,499,636	701,943	7	
TENNESSEE.																					
30 Sep. '60	47.6	—	—	—	—	—	—	—	1,021,439	58,183	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	
1850	—	—	17.0	2	—	—	—	—	857,947	—	—	338,204	612,000	60,900	—	30.0	29,845	9,359	7,486	—	
1850	—	30.0	1.8	—	12	10	171	—	3,637,367	—	—	1,289,673	200,000	—	—	140.0	—	318,718	187,466	—	
1850	—	140.0	8.0	—	10	37	128	—	2,510,033	150,264	—	536,654	1,902,000	390,407	—	130.8	150,142	297,866	149,107	—	
1850	—	271.6	19.4	20.0	43	37	667	—	5,656,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,636,096	875,597	—	
1850	—	271.6	16.0	20.0	3.9	9	5	242	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	26.1	—	—	
1850	—	100.0	30.6	55.8	40.1	7	119	—	2,000,000	100,500	—	298,721	740,000	—	—	—	—	—	—	—	
1850	—	55.0	—	—	—	—	—	—	1,137,400	—	—	798,285	654,949	512,518	—	59.4	69,870	177,256	60,023	—	
1850	—	47.4	2.3	—	4	5	46	—	892,710	82,908	—	817,447	632,500	22,369	—	47.4	54,175	83,129	44,866	—	
1850	—	34.2	7.0	—	12	2	51	—	583,807	56,316	—	144,894	406,000	5,000	—	34.2	30,065	23,308	13,892	—	
30 Nov. '60	149.7	44.0	7.9	—	30	17	319	—	3,632,882	—	—	2,056,544	1,751,000	—	—	159.0	—	734,118	337,884	6	
1850	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
1850	—	45.8	—	—	4.2	11.7	5	5	—	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—
1850	—	30.0	—	—	—	—	8.0	—	—	—	—	—	216,982	413,000	408,477	—	30.0	—	1,248	—	—
—	—	—	—	—	158.0	—	—	—	—	—	—	—	—	—	—	—	32.0	—	—	—	
—	—	—	—	—	184.0	—	—	—	—	—	—	—	—	—	—	66.0	—	—	—	—	
—	—	—	—	—	1.5	76.0	2	1	—	400	—	—	275,000	240,000	171,566	—	60.0	31,300	32,670	—	—
1 May	70.0	—	0.0	260.0	7	5	124	—	—	—	—	—	455,000	975,000	369,000	—	70.0	102,200	182,546	196,568	—
—	—	—	—	—	110.0	—	—	—	—	—	—	—	—	—	—	25.0	—	—	—	—	
—	—	—	—	—	756.0	—	—	—	—	—	—	—	—	—	—	28.0	—	—	—	—	
31 Aug. '62	110.3	—	8.6	—	8	12	199	—	1,783,542	195,647	—	1,280,400	800,000	—	90.7	99,639	208,887	—	—		
31 Aug. '62	119.6	—	16.0	—	20	18	548	—	3,989,708	556,276	—	2,288,376	3,183,088	668,019	639,434	119.6	394,393	322,928	61,280	—	
31 Aug. '62	62.5	—	4.0	—	12	9	192	—	950,000	221,683	—	1,097,000	—	—	62.5	138,299	140,886	24,579	—		
31 May '62	117.0	—	2.0	24.0	41	36	524	—	8,402,056	—	—	5,000,000	3,500,000	1,500,000	174.5	679,677	714,115	191,466	1		
30 Jun. '62	47.0	—	4.5	—	14	17	161	—	1,678,500	—	—	1,378,500	—	—	1,378,500	—	—	—	—		
31 Sep. '62	123.3	—	10.1	—	14	17	161	—	3,040,636	374,996	—	1,851,500	2,942,842	4,745,256	134.4	410,166	201,344	—	—		
31 Sep. '62	59.2	—	21.3	—	14	30	418	—	1,223,526	—	—	883,200	102,500	5,799	1,486,527	80.5	326,554	312,852	75	—	
31 Sep. '62	140.5	—	2.7	—	28	30	418	—	8,729,037	—	—	1,981,197	1,200,000	75,908	6,753,665	142.3	224,014	560,904	282,328	—	
30 Sep. '62	75.1	—	4.5	—	11	10	183	—	1,985,579	—	—	52,800	1,041,580	94,930	76,828	—	158,981	279,945	145,385	7	
30 Sep. '62	23.7	—	0.2	—	10	11	161	—	1,469,246	—	—	1,200	844,200	472,811	52,923	50.0	240,446	121,053	7	—	
30 Sep. '62	218.2	—	21.3	—	27	19	228	—	4,962,753	541,197	33,948	3,162,754	1,430,592	52,929	4,832,929	195.0	280,968	184,081	359,130	6	
31 Jan. '62	204.7	—	9.4	—	39	27	374	—	6,994,259	838,475	2,400	3,452,813	3,265,900	571,958	10,233,271	214.9	480,188	740,489	347,957	—	
31 Jan. '62	204.7	—	9.4	—	6	4	374	—	516,830	—	—	300,000	—	—	120,000	24,736	32.0	30,000	49,971	14,169	—
31 Dec. '62	32.0	—	2.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
31 Dec. '62	10.0	—	—	—	31	27	40	—	—	—	—	—	—	—	—	—	—	—	—	—	—
31 Dec. '62	49.0	—	—	—	16	17	47	—	2,463,989	—	—	16,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	12
31 Dec. '62	37.0	—	11.0	—	72.0	2	17	—	—	—	—	—	—	—	—	48.0	—	—	—	—	—
31 Dec. '62	10.0	—	—	—	78.0	204	130	2,399	—	—	—	77,210,345	5								

AMERICAN RAILROAD JOURNAL.

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New York Stock Exchange.

Actual Sale Prices for the week ending February 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10.
American Coal Co.			85	85	88	
Buffalo, N.Y. & E., 1M.	104					
California 7s		126				
Canton Co.	384	384	384	394	414	
Central Am. Transit.	37				37	
Chicago & Alton	84	86	844	86	864	
" pref.	954			974	934	924
" 1 M.	1004			101		
" Inc. b'ds	904					
Chicago, Bur. & Q.		125	1254	125	125	
" 8 p.c.						
Chic. & Northwest'n.	484	49	494	494	514	51
" prof.						
" 1st M.	894	894	894	894	894	
" 2d M.	74		77	78	78	
" S. F.						
" A. B.						
" I. B.						
Chicago & Rock Isl.	143	1434	142	1394	138	133
" 1st M. '70					94	
Clev., Col. and Clin.	152	151		155		
Clev. and Pittsburgh	1134	1154	116	1144	1144	
" 1 M.						
" 2 M.						
" 3 M.			103	103		
" 4 M.		85		84		
Clev. and Toledo	1374	1884	1374	1374	1374	
" S. F. 7 p.c.					110	
Cumberland Coal, pref.	514	514	554	56	574	
Del. & Hudson Canal	175					
Del. & Lack. & West.						
" 1 M. 8p.c. '71-6.						
" 2M. 8p.c. '81						
Erie	1074	1084	1114	1124	1134	1124
" pref.	1024	1024	1034	104	1034	1034
" 1 M. 7 p.c. '67						
" 2 M. 7 p.c. '79		118				
" 3 M. 7 p.c. '88		113				
" 4 M. 7 p.c. '80		1104				
" 5 M. 7 p.c. '88		1094	1114	1124	1154	1184
Galena and Chicago	1124	1144	1144	1154	1154	
" 1M. 7p.c. '68						
" 2M. 7p.c. '75						
" 1M. Ex. '82-110						
Hann. & St. Jo. pref.						
" bonds						
Hudson River	1434	145	146	147	147	146
" scrip	95					
" 1M. 7p.c. '69-110						
" 2M. S. F.						
" 3M. 7p.c. '75 123						
" cony. bonds						
Illinois Central scrip	1284	131	132	1324	1314	131
" full stock	119	1194	120	1214	120	
" Can. b'ds.	116				116	
" bonds	122	1214		1224		
Marietta & Cln. 1st pref.						
" 2d						
Mariposa Mining Co.	294	334	334	33	30	
Michigan Central	1364	137	1364	1354	1364	
" S.F. '82						
" conv. 8p.c. '69		124				
M. S. and N. I.	924	94	934	944	934	94
" guard. 1324	1344	136	138	138	137	
" 1M. S. F.						
" 2 M.						
Mil. and P. du Chien.	574	634	69	66	66	66
" 1st pref.						
" 2d pref.				82		
" 1st M.						
Minnesota Mining Co.	764	71		704	70	
Miss. & Mo.	42	42	43	43	43	
" L.G. bonds				45		
Missouri 6s	674	674	68	684	68	
" iss. to H. & St. J. R.			84			
N. J. Central 1st M.						
" 2d M.						
New York Central	1324	1324	1334	134	1334	
" 7s. 1864	1004	101				
" 7s. S.F. '76						
" 6s. conv. '76						
" 6s. S.F. '83-1044	1054	1054		1054		
N. York & Harlem	1034	104	103	1034	1034	1044
" pref.						
" 1M. 7p.c. '73		1084				
" 2M. 7p.c. '64						
" 3M. 7p.c. '67						
Norwich & Worcester				92		
Ohio & Miss. can.	354	354	364	36		
Pacific Mail S. F. Co.	2254		226	2284	225	
Panama				222		
Penn's Coal Co.	186					
Phila. and Reading	1164	1174	118	1194	1194	
Pitts. Ft. W. & Chicago	884	89	884	884	884	
" 1 M.						
" 2M. 101		101				
" 3M. 86						
Quicksilver Mining Co.	49	484	50	49	49	48
St. L. Alton & T. H.	68	64	64	67	66	65
" pref.	80		82	83	83	82
" 1M. 101	101		1014		1014	
" 2M. pref.				89		
" Inc. b'ds.						
Tennessee 6s, 1890	57			564		
Toledo & Wabash	584	60	62	63	60	
" Pref.				74		
" 1 M.				101		
" 2 M. ex.						
" 2 M. 86			87	86	87	87
" Int. b'ds.						
Virginia 6s				47		

New York Stock Exchange.

Actual Sale Prices for the week ending February 10.

	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.	W. 10.
FEDERAL STOCKS:						
U. S. 5s, 1871, reg.						
U. S. 5s, 1871, coup.						
U. S. 5s, 1874, reg.						
U. S. 5s, 1874, coup.						
U. S. 5s, 1886, coup.						
U. S. 5s, 1881, reg.						
U. S. 5s, 1881, coup.						
U. S. 5s, 1881, O. W. L. Y.						
U. S. 5s, 1887, reg.						
U. S. 5s, 1887, coup.						
U. S. 5s, 1888, reg.						
U. S. 5s, 1 year certif.						
U. S. 5s, " new 974						
U. S. 5s, 5-20s, coupon 1044						
U. S. 5s, " reg.						
7.20 Notes, Feb. & Aug.						
American Gold	158	1574		1584	1594	1594

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending February 9.

	W. 3.	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.
Beaver Meadow	78	78				
Cattawissa			25	254	254	
" preferred	42	424	424	434	434	434
Camden & Amboy	155		156	156		157
" 6s, 67						
" 6s, 70						
" 6s, 75		1024	1024			
" 6s, 83, 994			994	994	994	
" 6s, 89						
Ches. & Del. Canal 6s '86			97			
Del. Div. Canal	384	384	39	41	43	43
Elmira & W'mport			37			
" pref.						
" 7s			105			
" 10s						
Harrisburg						
Lehigh Navigation				604		
" 6s						
Lehigh Valley R. R.	93					
" script						
" 6s						
Little Schuylkill R. R.	474	474	48			
" 7s						
Long Island					424	
" 6s						
Minehill	604	604				
Morris Canal		68				
" pref.			184			
" 6s '76						
North Pennsylvania	324	33	334	36	38	374
" 6s, 94				96		
" 10s						
Pennsylvania R. R.	754	75	75	754	764	
" 1st m.					1084	
" 2d m.						
Penn. State, 6s	944	944	944	944	944	
" 6s, coupon						
" 6s						
Philadelphia City, 6s		1014				
" " " 1044						
Philad. & Germ. & Nor.						
Philad. & Reading	58	58	58	59	59	594
" 6s, '86			1154	117		
" 6s, '70						
Philadelphia & Erie	374	38	384	384	384	
" 6s						
Philad. & Sunbury, 7s	224	224	224	234	244	
Schuylkill Navigation	224	224	224	234	244	
" pref.	344	35	354	36	364	374
" 6s '82	864	874	874	88		
" 6s '76						
Susq. Canal	22	224	224	234	25	25
" 6s '78						
Union Canal, pref.			7		7	74
" 6s '83	32	32		324	324	
West Br. Canal 6s '78						
Wyoming Valley Canal						
Arch street, (Horse)	324	34				
Green & Coates						
Race and Vine		224			21	21
2d and 3d streets						
Spruce & Pine		144				

Baltimore Stock Exchange.

Actual Sale Prices for the week ending February 9.

	W. 3.	Th. 4.	F. 5.	Sat. 6.	M. 8.	Tu. 9.
Baltimore City 6s, 1875	1084					

and honest writer, and an experienced financier. It is of course written from his own stand-point, and illustrates the dangerous consequences of a reliance on paper money, his fear of a coming collapse, his convictions that there is but one safe method of National financing, and that Mr. Chase's policy has been a mistaken one in almost every particular. His views are stated with so much earnestness, so much sincerity, and so much force, it is almost impossible not to be affected by his apprehensions. He is of the opinion that the war could have been carried on, and the currency maintained at a specie standard, and that two hundred millions of gold would have been sufficient for the purpose.

But there are others who believe all this an impossibility. Two hundred millions of gold, about the sum deemed sufficient by Mr. Gallatin, would not have lasted the Government six months. Once paid out, there was no practicable method of getting it back again. The banks could not have been relied upon, for they were always liable to suspend in a panic, even in time of peace, and never have held, and never will hold, specie enough to pay their debts upon a sudden call, no matter how valuable their securities appear on their books. When a whole community suddenly rush for a single article, such as coin, and wish to convert all their securities into that shape, it is entirely a deception to expect their wishes can be gratified. The coin of a country bears no proportion to its real means, or its business, or its usual credits; it is nothing more than a universal standard with universal currency, a settler of balances, and an adjuster of commercial indebtedness, especially between Nations. In such a country as ours, where enterprise is the master of the hour, and fearlessness the essence of success, gold never could be made the sole basis of our industrial or commercial transactions. It is altogether too limited and too inconvenient a commodity.

We could not easier have carried on this war, than we could have settled this continent with gold alone.

Mr. Chase could not help himself. Had he borrowed money at 12½ per cent., as was done by the Secretary of the Treasury under Mr. Buchanan's administration, had he trusted to the favor of banks or capitalists, he would soon have found it impossible to get on, except by paying an enormous interest, and sinking half the capital of the funded debt as their inducement. So also the adherence to a gold standard would have inevitably brought the debtor class into the greatest straits, and possibly would have produced a wide spread bankruptcy. With such results staring him in the face, no patriotic financier at the head of the Treasury department could hesitate. It was not contraction which could save the country, but expansion, precisely as it has saved England more than once in its monetary crises. Instead of borrowing paper money of paper issuing banks, or close calculating capitalists checking on banks, the Nation created and used its own. We have thus been able successfully to carry on a tremendous struggle, obtain a sound currency up to this time, the best we ever had; keep the people in activity and cheerfulness, and maintain our various industries in full employment. Any other course it seems to us would have been our ruin.

The other pamphlet, written by A. B. Johnson,

Esq., of Utica, is from the pen of a veteran banker, a profound thinker, and a successful man of business. A philosophic spirit pervades all his various productions, and his age and experience have matured his judgment. His work is entitled our "Monetary Condition," and it is full of instruction and interest.

His first proposition is, that "the price of commodities is affected not by any quantity of money, but by the relation which the quantity bears to the uses that exist therefor."

2. Scarcity and abundance of money relate only to its sufficiency or insufficiency for accustomed uses.

3. Uses for money increase and diminish ratably with the supply. This he illustrates in the following manner:

Under our legal tenders and specie suspended bank credits, money is increased in our country beyond all precedent; and at the same time, a large portion of accustomed business has been suspended by the war. Still so urgent is money to create uses for itself, that, under the privation of better employments, money holders are competing with each other, at almost fabulous prices, for railroad and kindred stocks, which, in regular commercial times, were deemed almost worthless; just as sailors on long voyages, when casually deprived of tobacco, chew oakum, if it be the most congruous obtainable substitute. But men are not more gross in their speculations under a plethora of money, than they are fastidious under a great scarcity; and when the time shall arrive that money will shrink into the comparatively small compass of a specie redeemable capacity, and legitimate business shall resume its wonts, under the influence of peace, operators will look back with as much disgust on their present purchases of stocks, as we may suppose the sailors looked back, when safely in port, on the oakum they resorted to in their tobacco famine.

4. The quantity man possesses of any article, regulates its use.

5. Suspension of specie payments becomes a necessity when we persist in using more money than specie can supply. Under this head Mr. Johnson makes the following pertinent and admirable remarks:

When specie in any country is insufficient to transact its business, specie must be superseded by some more abundant money, or business must be contracted to the specie capacity. Such a crisis is occasionally produced by the over trading of a community, and governments look thereon with offended majesty; requiring usually a sacrifice of business, as a hecatomb for the unauthorized evil. But the exigencies of our war, have made government itself, the offending party, as a better alternative than taxation, for a necessary supply of money; or than its allurement from accustomed uses by exorbitant premiums. Neither of these methods, would, however, have adequately supplied the money, and both would alike have prostrated business and demolished private fortunes. We may, therefore, be thankful, that after a few expensive trials, (issuing Treasury notes to bear 12 per cent. interest, and selling 6 per cent. 20 year bonds at 5 per cent. discount,) the Government created legal tenders, a money of its own, and as extensible as exigencies might require.

6. Legal tenders are as valuable as the debts they can cancel. This assertion is maintained as follows, in an original and striking manner:

An opinion exists that legal tenders are dependent for value, on their ultimate redemption in coin, as pledged by Congress; but a paper dollar's certain convertibility into coin at the end of fifty years, would give it a present value of only four cents in our State, where interest is seven per cent. the year. Its certain convertibility at the end of ten years, would make the present value

not more than fifty cents. The present value of our legal tenders is, their ability to cancel existing debts. This, too, despite of, possibly, an oversight of Congress, in giving no pledge that the legal tender ability of the notes shall remain, till the notes are redeemed. The omission acquires some importance since the law of March, 1863, took from the notes their convertibility into 6 per cent. bonds; though the convertibility was pledged to the notes as unqualifiedly as their legal tender ability. Should, however, the legal tender ability of the notes be rescinded, they would thereby cease from being money, and their further value would much depend on the terms of the rescinding law. The fifty million of Treasury notes created July 17, 1861, were not legal tenders, and were below par value, after even the law of Aug. 1861, assimilated them with coin in the payment of imposts; though on the suspension of specie payments, the notes gradually approximated to the price of coin.

7. Legal tenders are more replete of money, than irredeemable bank credits.

8. An antagonism exists between legal tenders and irredeemable bank credits.

9. The ability to illimitably replete money with legal tenders, enables Government to borrow at any rate it may desire.

10. Government inflates money, ratably with the smallness of interest it pays on its loans, and *vice versa*.

11. The inclination of a people to repudiate a National debt, is inverse their capacity for self-government.

12. When coins cease being money, they become merchandise, whose daily price will obey the laws of demand and supply. This is illustrated in the following manner:

Whether we say coins appreciate, or paper money depreciates, prices remain unaffected by our phraseology; hence the question is appropriate to only a boy's debating society. A gold dollar will sell to-day, for ten per cent. more than a silver dollar, while both are equivalents as money. Not long since, the price of coins declined 50 per cent., though they were purchased at 23 per cent. premium, with the same paper money that had a few days previously paid for them a premium of 73 per cent. Like wheat, tobacco and cotton, coins vary daily in price, as the quantity sought by purchasers, exceeds or falls short of the quantity seeking a market; hence speculators can increase or diminish prices of coin, if they can control the supply; while legal tenders are innocuous of the rise or fall, except as their abundance facilitates their acquisition, or their scarcity makes acquisition difficult. We are not surprised at this in wheat, &c., and we need not be surprised at it in coins when they become divested of their strait jacket as money, and assume the freedom of merchandise.

Long usage is the sole reason of our identification of money with coin; but nothing is money but what the law makes to be such; hence the legal value of money is separable and distinct from the material of which the money is composed. When our Government, some years since, lessened the material value of our silver small coins, no person who wanted the coins as money, disapproved the deterioration; and no person desires now, the larger coins of gold or silver, in preference to legal tenders, except for some uses other than as money.

We often hear in New York that coins rise or fall in price, as victories incline for or against our arms, and thereby are supposed to hasten or retard peace. Peace will diminish the Government's uses for money, and when they shall need no further loans, no motive will exist for a continuance of legal tenders. Indeed the present emission of interest-bearing two year notes, (self productive instead of productive only by employment as money,) looks much like a preparatory

abandonment of an irredeemable government money; and a shifting on to banks of the whole responsibility of an irredeemable currency. But while the Government may thus easily resume specie as its only money, let no man suppose the change will much aid banks. Even peace will create for them, and the public generally, more new uses for money than those which the war will suspend; while to reduce the whole to a specie capability, will be attainable by only the old process of pressure, bankruptcy and panic, the devastating storm which alone can purify financial disorders.

13. Every kind of money possesses advantages and disadvantages, peculiar to its kind.

14. Finally. A compensating principle pervades the universe.

Our readers will admit that those topics are suggestive, and we will add that they are most ably treated. We should be glad to publish the pamphlet entire, if we had room for it.

The market for the last week has been strong in Government and railway stocks. Money rules at previous rates, and gold has gone up gradually to 159 $\frac{3}{4}$.

The exports of specie since the 1st of January to the 6th of February, amounted to the large sum of \$6,121,695. On the 1st of January the Sub-Treasury held \$18,809,000 in specie, and on the 1st of February \$15,663,000 so that in spite of the foreign depletion the Government is constantly gaining in advance of its wants. The regularity and certainty of its payments of interest in gold, give its stocks the value of gold, and though they are held according to variety and tenor at from 104 to 107, there is no reason why they should not advance to a premium equal to the difference between paper and gold. This fact seem to be understood abroad, for it is known that orders to purchase are now large and frequent.

As various estimates have recently been published in regard to the present condition of the National debt, of an evident purpose to weaken the confidence of the public in the financial arrangements of the Treasury, it may be well to correct the error, by the publication of the following official abstract.

The Public Debt of the United States on the 2d of February, 1864, was as follows:

4 per cent Temporary Loan	\$1,526,092 07
5 per cent Temporary Loan	30,293,404 34
Temporary Loan Coin	9,547 00
Past Due Treasury Notes	13,100 00
Suspended Requisitions	21,375,060 27

Immediate Liabilities	53,217,203 68
Old Public Debt	67,221,591 80
Three Years Bonds	139,536,450 00
Two Years 5 per cent Bonds	82,600,000 00
United States Notes	450,785,004 60
Fractional Currency	18,246,290 15
Twenty Year Bonds	50,000,000 00
Treasury Note Loan	50,000,000 00
Oregon War Debt	1,016,000 00
5 per cent Treasury Notes	2,074,445 61
Certificates of Indebtedness	137,980,950 00
5-20 Bonds	508,005,178 51
 Total	\$1,473,225,714 35
Less amount in Treasury	4,083,064 69
 Total Debt	\$1,469,192,649 66

Of this amount four hundred and sixty eight millions bear no interest, being legal tender and fractional currency. The whole debt on the 1st of June will be about \$1,666,992,649, and within a few millions of the original estimate of Mr. Chase.

Those alarmists who assert the debt is already more than two thousand millions and will be four thousand millions, are far in advance of the facts, and of course of the truth.

We can not but think very poorly of the motives and conduct of the men who find their chief pleasure, in decrying and running down the resources, and of exaggerating the difficulties of the country.

Our readers will find the reports of the Railroad Share Market carefully corrected, and of a favorable character, the market having been well sustained. Government bonds are firm, those of 1881 registered, selling at 107, 108, 5-20's 104 $\frac{1}{4}$, 7-30's 107 $\frac{3}{4}$.

Sterling exchange rules at 175 to 175 $\frac{1}{2}$. Our money and exchange market is likely to be affected to some extent and favorably, if a war should break out in Europe, as is now quite probable.

The Washington Insurance Company have declared a dividend of eight per cent, payable on demand in cash to stockholders. Also, an interest dividend of six per cent. on outstanding scrip, payable 15th inst. Also, a scrip dividend of sixty per cent. on the earned premiums of policies entitled to participate in the profits for the year ending 31st January, 1864. The scrip will be ready for delivery, on and after 15th March proximo.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri 6s, issued to Pacific R. R., 69; N. Y. Central 6s, 1887, 104 $\frac{1}{4}$; Peninsular R. R. 1st mort., 80; Illinois coupon 6s, 1879, 101; Illinois War Loan, 100; Ohio 6s, 1881, 105; North Carolina 6s, 52; Louisiana 6s, 52; City 6s, 1876, 106 $\frac{3}{4}$; Second Avenue R. R., 75; Copake Iron Mines, 13; Quartz Hill Mining Co., 13 $\frac{3}{4}$; Wyoming Valley Coal, 79 $\frac{3}{4}$; Bucks Co. Lead, 1; Mariposa Mining Co., 1st mort., 70; Hanover Bank, 100; Park Bank, 130; Bank of Commerce, 102; Bank State of New York, 103 $\frac{1}{2}$; Bank of Republic, 104; Bank of the Commonwealth, 98; Mechanics Bank, 111 $\frac{1}{2}$; Phoenix Bank, 105; Market Bank, 102; Manhattan Gas, 240.

Philadelphia.—Camden and Atlantic 17; do., pref., 23; Huntington and Broad Top, 22; Chester Valley, R. R., 5 $\frac{1}{2}$; do., 7s, 45 $\frac{3}{4}$; Phila. Wil. and Balt. R. R., 67 $\frac{1}{2}$; Camden and Amboy mort. 6s, 105; do., 6s, 1844, 108 $\frac{3}{4}$; Pittsburgh city R. R., 6s, 78; Elmira and Williamsport Chatte 5s, 76; Girard College R. R., 30; 13th and 15th streets, R. R., 39; 17th and 19th streets, 18 $\frac{1}{4}$; 5th and 6th streets, 60; Fulton Coal, 6 $\frac{1}{2}$; New Creek, 1 $\frac{1}{4}$; Green Mountain, 7; Big Mountain, 8 $\frac{1}{4}$; Buck Mountain, 30; Locust Mountain, 36 $\frac{1}{2}$; Etna Mining, 15; Girard Mining, 6 $\frac{1}{2}$; Penn. Mining, 9; Marquette Mining, 4 $\frac{1}{2}$; Allegheny Mining, 1 $\frac{1}{4}$; Bohemian Mining, 14; Mandan Mining, 4 $\frac{3}{8}$; N. Y. and Mid. Coal Fields, 12 $\frac{1}{4}$; Amigdalyard, 31 $\frac{1}{2}$; Chestnut Hill, 58 $\frac{1}{2}$; Lehigh Zinc, 49; Union Canal, 4 $\frac{1}{2}$; Bank of North America, 158; Farmers and Mechanics Bank, 58; Commercial Bank, 54; Man. and Mech. Bank, 28 $\frac{1}{4}$; Consolidated Bank, 38 $\frac{1}{2}$; Mechanics Bank, 27 $\frac{1}{4}$; Miners Bank, Pottsville, 45; Etna Ins. Co., 11; N. Am. Ins. Co., 25. The latest quotations are: City 6s, 101 $\frac{1}{4}$ @101 $\frac{1}{2}$; do., new, 105@105 $\frac{1}{2}$; State 5s, 94 $\frac{1}{4}$ @94 $\frac{1}{2}$; do., 6s, 1879, 102@103; Reading, 59@59 $\frac{1}{4}$; do., 6s, 1870, 106@106 $\frac{1}{2}$; do., 1886, 118 $\frac{1}{4}$ @119 $\frac{1}{4}$; Camden and Amboy, 157@

158; Pennsylvania R. R., 79@79 $\frac{1}{2}$; do., 1st mort., 108 $\frac{1}{2}$ @109; do., 2d mort., 108@106 $\frac{1}{4}$; Little Schuylkill R. R., 48 $\frac{1}{2}$ @48 $\frac{1}{2}$; Morris Canal, 68@68 $\frac{1}{2}$; do., pref., 138 $\frac{1}{2}$ @134; bonds, 104@105; do., 2d mort., 100 $\frac{1}{2}$ @102; Susquehanna Canal, 24 $\frac{1}{2}$ @25; do., 6s, 67 $\frac{1}{2}$ @68; Sch. Nav., 24 $\frac{1}{2}$ @24 $\frac{1}{2}$; do., pref., 37 $\frac{1}{2}$ @37 $\frac{1}{2}$; do., 6s, 1882, 87@87 $\frac{1}{2}$; Union Canal pref., 7 $\frac{1}{2}$ @7 $\frac{1}{2}$; do., bonds, 31 $\frac{1}{2}$ @32; Delaware Div. Canal, 42 $\frac{1}{2}$ @43; do., bonds, 94@99; Elmira and Williamsport, 87 $\frac{1}{2}$ @88; do., pref., 51@54; do., 7s, 1878, 105@105 $\frac{1}{2}$; Beaver Meadow, 78@78 $\frac{1}{2}$; Harrisburg, 75@76; Long Island R. R., 42 $\frac{1}{2}$ @42 $\frac{1}{2}$; Lehigh Coal and Navigation, 60 $\frac{1}{4}$ @60 $\frac{1}{4}$; do., scrip, 51 $\frac{1}{2}$ @51 $\frac{1}{2}$; North Pennsylvania, 85 $\frac{1}{2}$ @86; do., 6s, 94 $\frac{1}{2}$ @96 $\frac{1}{2}$; do., 10s, 120@121; Philadelphia and Erie, 87 $\frac{1}{2}$ @87 $\frac{1}{2}$; do., 6s, 102 $\frac{1}{2}$ @103; Minehill, 60 $\frac{1}{4}$ @61 $\frac{1}{2}$; Catawissa, 25 $\frac{1}{4}$ @25 $\frac{1}{4}$; do., pref., 48 $\frac{1}{2}$ @48 $\frac{1}{2}$; Lehigh Valley, 91@93; do., bonds, 104 $\frac{1}{2}$ @105 $\frac{1}{2}$; Fifth and Sixth streets, (horse,) 59@60; do., 7s, 105@106; Second and Third, 78 $\frac{1}{2}$ @79 $\frac{1}{2}$; Race and Vine, 20 $\frac{1}{4}$ @21 $\frac{1}{4}$; West Philadelphia, 70@72; Spruce and Pine, 15@15 $\frac{1}{4}$; Green and Coates, 43 $\frac{1}{2}$ @44; do., 7s, 112; Chestnut and Walnut, 61@61 $\frac{1}{4}$; Arch, 34@34 $\frac{1}{4}$; Thirteenth and Fifteenth, 36 $\frac{1}{4}$ @39; Seventeenth and Nineteenth, 18 $\frac{1}{4}$; Girard College, 30@31; Tenth and Eleventh, 50@50 $\frac{1}{2}$; Norristown, 57 $\frac{1}{2}$ @59.

Boston.—Vermont Central, 1 $\frac{1}{4}$; do., 1st mort., 87 $\frac{1}{2}$; do., 2d mort., 20 $\frac{1}{2}$; Rutland and Burlington 1st mort., 68; do., 2d mort., 20; Northern (Gardensburg) 75c.; do., 1st mort., 98 $\frac{1}{2}$; do., 2d mort., 34 $\frac{1}{2}$; Malden and Melrose R. R. 6s, 1880, 90; Eastern R. R. 6s, 1874, 100 $\frac{1}{4}$; Western R. R. 6s, 1875, 105; Connecticut River R. R. 6s, 1878, 108 $\frac{1}{4}$; South Shore R. R. 6s, 98; Taunton Branch R. R., 119; Pittsfield and North Adams, 100; Lynn and Boston, 85; New Hampshire 6s, 1874, 102; Rhode Island 6s, 1882, 102; Connecticut 6s, 1882, 108 $\frac{1}{4}$; Maine 6s, 1880, 104; Boston 6s, 1870, 110 $\frac{1}{2}$; Bath 6s, 1890, 108 $\frac{1}{2}$; Portsmouth 6s, 1874, 100 $\frac{1}{4}$; Roxbury 5s, 1877, 97 $\frac{1}{4}$; Augusta 6s, 1870, 102 $\frac{1}{2}$; Albany 6s, (W. R. R.) 109; Portland 6s, 1871, 106; Union Steamship Co., 155; Boston Water Power Co., 47 $\frac{1}{2}$; Cary Imp. Co., 10; Waverly Land Co., 2 $\frac{1}{4}$; Boston and Roxbury Mill, 50; East Boston Ferry, 28 $\frac{1}{2}$; Franklin Coal, 126; Lorberry Coal, 171; East Boston, 14; Cambridge Gas, 108 $\frac{1}{2}$; Chelsea Gas, 98; Merchants' Bank, 101 $\frac{1}{2}$; North Bank, 100; Mt. Vernon Bank, 99; Atlas Bank, 102; Blackstone Bank, 107 $\frac{1}{2}$; Shoe and Leather Dealers, 138; Shawmut, 98; Acton Mining Co., 4; Algoma, 2 $\frac{1}{2}$; Atlas, 6 $\frac{1}{4}$; Bay State, 18 $\frac{1}{4}$; Bedford, 1 $\frac{1}{2}$; Black River, 52c.; Boston, 5 $\frac{1}{2}$; Brome, \$1; Canada, 23 $\frac{1}{4}$; Columbian, 8; Copper Falls, 30 $\frac{1}{4}$; Copake Iron, 14 $\frac{1}{2}$; Chaudiere, gold, 2 $\frac{1}{2}$; Dana, 4 $\frac{1}{2}$; Dudley, 4 $\frac{1}{2}$; Eagle River, 8 $\frac{1}{2}$; Green Mountain, 5 $\frac{1}{2}$; Great Western, 4 $\frac{1}{2}$; Hancock, 18 $\frac{1}{2}$; Hanover, 5; Humboldt, 5 $\frac{1}{2}$; Huron, 40 $\frac{1}{2}$; Hungarian, 8; Logan, 1 $\frac{1}{2}$; Mandan, 8; Madison, 6 $\frac{1}{2}$; Manhattan, 6 $\frac{1}{2}$; Mesnard, 13; New England, 8; Nequasset, 3 $\frac{1}{2}$; North Cliff, 5 $\frac{1}{2}$; Native, 2 $\frac{1}{2}$; North Western, 12 $\frac{1}{4}$; Ottawa, 42c.; Phoenix, 26; Pontiac, 6 $\frac{1}{2}$; South Side, 5 $\frac{1}{2}$; Superior, 9 $\frac{1}{2}$; Star, 12; St. Mary's, 10; Toltec, 3 $\frac{1}{2}$; Tremont, 4 $\frac{1}{2}$; Winthrop, 6 $\frac{1}{2}$; Waterloo, 1 $\frac{1}{4}$; Washington, 8 $\frac{1}{2}$.

Baltimore.—Western Maryland bonds, 79 $\frac{1}{2}$; N.

W. Va. 3d mort., 23; Maryland Mining Co., 1.15;

Santa Clara Mining Co., 8 $\frac{1}{2}$; Springfield, 2.85;

Bank of Baltimore, 105; Howard 10 $\frac{1}{2}$; Citizens,

11½; Union, 70½. The latest quotations are: Washington Branch, 127; Balt. and Ohio, 103½ @104; do, 6s, 1867, 102½; do, 1875, 106; do, 1880, 106; do, 1885, 107½ @107½; Northern Central, 44@45; do, bonds, 1870, 101; do, 1885, 101@101½; N. W. Va., 8½@10; do, 1st mort, 103@105; do, 2d mort, 102@105; do, 3d mort, 22@27; do, guar., 100½ @102; Central Ohio 2d mort, 104@106; do, 3d mort, 70; do, 4th mort, 46@50; do, income 1857-60, 33@35; Western Md. bonds, 79½ @80; do, guar., 105½ @106; Maryland 6s, coupon, 1870, 107@108½; do, Ins., 108; do, 1890, 113; Baltimore 6s, 1870, 105; do, 1873, 106; do, 1875, 108½ @109; do, 1886, 108; do, 1890, 110@110½; do, coupon, 109½; do, 5s, 1838-70, 92@94; City Passenger R. R., 17½ @18; North Carolina 6s, 50@52; Canton Co., 38@38½; Deep River, 15@20; Gardner, 75@ 1.00; Guilford, 30@45; Maryland, 1.15@1.25; North State, 10@15; Rudisell, .70; Silver Valley, .10; Springfield, 2.80@2.85; George's Creek, 65@69½; Santa Clara, 8½@8½.

Yonkers and New York Railroad.—Ononda County Directors.

A new railroad enterprise has just been inaugurated, designed to connect the lower part of Westchester county more closely with the city of New York. The Yonkers and New York Railroad Company has been organized under the General Railroad Act, with a capital of \$500,000, and we learn it is likely to commence operations at an early day. The line of this road extends from a point near Harlem bridge along the east side of the Harlem river, touching at Central Bridge, High Bridge, King's Bridge, etc., thence into the valley of the Nepperhan, or Saw Mill River, at Yonkers, and some distance up said valley, to accommodate the local travel in that vicinity. Provision is also made for several lines of street railroads in the village of Yonkers, some of which are to be constructed early in the ensuing spring. The Directors are: Robt. P. Getty, Isaac H. Knoz, Justus Lawrence, Ethan Flak, of Yonkers; Alanson A. Summer, New York; Calvert Comstock and James I. Johnson, Albany; Lewis Lawrence, Utica; John H. Wardwell, Romé; Delos De Wolf, David Manning, Chas. H. Smyth, Oswego; Nathan Randall, Homer. Robt. P. Getty, has been elected President of the Company, and Elon Comstock, Secretary and Treasurer. The necessary stock has been subscribed for organization, and ten per cent. thereon paid and articles of association filed in the office of Secretary of State. —*Utica Observer.*

Lawrence Coal Mining Company.

This company was formed in 1862. Its property is located on River Hebert, Cumberland, Nova Scotia, at the head of the Bay of Fundy, about 90 miles east of St. John, and covers an area of 640 acres of coal land. Operations were commenced in the Summer of 1862, in opening these mines, building railroad, wharf and houses, and from that time have progressed steadily but quietly in developing their property. They have brought to this market some 15,000 tons of coal, and those that have used it speak in the highest terms of its quality, especially for steam purposes. It is also a fine gas coal, and for grates said to be equal to the Scotch Cannel. At the annual meeting of the company, held the 20th ult. at their office in this city, the Treasurer's report was highly satisfactory to the stockholders, showing affairs to be in a flourishing condition. It is the expectation of the company to mine and send to market from 25 to 30,000 tons the coming year, having made ample arrangements during the autumn and present winter for so doing.

The following named officers were elected for the year ensuing:—Directors, B. Bradley, John Ford, Arthur Pickering, George Hibbard, T. R. Hawley, E. C. Dillingham, John C. Alden. At a

subsequent meeting of the Directors, Benj. Bradley, Esq., was chosen President, and J. C. Alden, Treasurer.—*Com. Bulletin.*

Western Maryland Railroad.

The subject of the extension of this road to Hagerstown has again been revived; and, as we learn, attracts more than usual attention from the citizens of Western Maryland and those living along the line. Meetings, having the contemplated extension in view, have been held at Middleburg, four miles from Union Bridge (where the road at present terminates) Double Pipe Creek, Mechanicstown and Emmitsburg. These meetings, it is said, were all largely attended, drawing together the most public spirited, solid men of the regions in which they were held. Among those present at the meetings we notice the names of Capt. Robert Irwin, President, J. B. Boyle, Treasurer, Augustus Shriver, Secretary, and Wm. Fisher, Attorney of the Company; together with several of the directors. A very active interest, evincing a determination to extend material aid toward completing the work was manifested. Committees were appointed to procure subscriptions, and elicit an interest in the contemplated extension. Resolutions to that end were also adopted at all the meetings. The Baltimore *American*, alluding to this subject, says:

There can be no doubt that the linking together of Baltimore and Hagerstown, including also Western Maryland and the proverbially rich region of country tributary thereto, would be most desirably and permanently advantageous. Had the road been completed, as above referred to, prior to our national troubles, its advantages must have proved almost beyond calculation, as well to the Government in facilitating the transportation of troops, stores, &c., as to Baltimore and to persons all along the line. The Company, too, might have realized an immense revenue.

Camden and Amboy Railroad.

According to the opinion of the Chancellor delivered on the 3d inst., in the case of the Camden and Amboy Railroad against the Delaware Bay Railroad and Camden and Atlantic Railroad, the only exclusive franchise held by the joint companies, is that of the through transportation of freight and passengers between New York and Philadelphia, and refers not to local business. The Chancellor ordered a reference to be made to a master to take an account of passengers and merchandise carried over defendants' roads between New York and Philadelphia, and make a distinct account of soldiers and munitions of war carried over said roads, and that any final order concerning the last accounts should be reserved until the coming of the master's report. An injunction was granted to restrain the use of defendants' roads, in competing in through business with that of the plaintiffs. The case will be carried to the Court of Errors.

Railroad from Janesville to Winona.

The Winona *Republican* says that the survey of the proposed line of railroad from Janesville, Wis., to Winona, is progressing. At last accounts the corps of engineers had extended their survey to a point several miles west of Sparta. They believe that a feasible route can be obtained by crossing the "dividing ridge" from six to ten miles west of that village, and thence in a nearly direct line to Winona. This survey is being carried on in the interest of the Chicago and

The Colorado Gold Mines.

It is only within a few years that much has been known about Colorado, and now principally from its gold product, which has run up to millions annually, the product of the ensuing year being estimated at over twenty millions, and with the improvements now brought to bear upon the extraction of gold quartz from the same amount of labor is increasing the yield three or four fold. The attention of New York and Eastern capitalists has been attracted to the mines of Colorado, and heavy amounts have been invested in claims on which to erect corporations. About a million and a half has been invested since September last, and eight or ten new companies started, which if honestly managed, must pay largely, and attract floating operators.

The Excelsior Company, which started in the Spring of 1863, has made considerable headway, and owns a valuable property; at the rates paid for claims now it could be sold so as to net \$10 or \$15 a share; the management, however, think the results justify developing rather than selling; its market price now is about 7½ per share.

The New England Mining Company, just started upon a developed property, under the management in Colorado of Rodney French, well-known here, is now, we understand, being placed in this market at \$2½ to \$3 per share.

The Colorado Gold Mining Company, of Boston, one of the most prominent and profitable of these companies, which is owned principally by New England capitalists, and which has a large amount of improved machinery in successful operation, is now running a large mill, the building of which with its machinery cost over one hundred thousand dollars while the application of scientific invention is very largely increasing its yield of the precious metal.—*Boston Com. Bulletin.*

Great Western (Ca.) Railway.

It is stated on good authority that the Great Western Railway Company have already purchased the iron for a third rail to be laid from Suspension Bridge to this city, so as to give the road a gauge like the New York Central and Michigan Central. The design is to put this rail down the coming season, and then run freight cars from Chicago to New York without unloading. The cars will be ferried across the river at this city—a practice that is getting to be quite common where ferries connect roads. The great lines south of the lakes are moving to make such connections as will enable them to run freight through without transhipment, and the Great Western and Michigan Central are compelled to do something of the same sort to keep up the race.—*Detroit Free Press.*

Extension of the Mahoning Railroad.

We learn that the Atlantic and Great Western Railway Company have in contemplation the extension of the Cleveland Branch of their road into the Chenango Valley, and connect it with the Erie and Pittsburg road, thereby reaching large fields of coal that now finds its way to Erie, for Western Lake transportation; and also opening the way for iron ore landed at Cleveland to reach the furnaces in that valley, and the return of the products so far as wanted on the lakes.

— A good deal of work has been done on the old Steubenville Railroad in Pennsylvania, under the auspices of a new company. The bridge piers have been almost built, and work all along the route on the heavier sections. The Chartiers Valley branch will at no distant day be built. The local coal trade along these two roads ought to insure their completion—*independent of their connections with other railroads.*

— It is desired to secure the construction of a railroad through the Tuscarawas Valley, Ohio. The proposition is to run the road from Akron or Franklin Mills to Canton—thence through or near Sandyville down the Tuscarawas Valley to intersect the Steubenville and Indiana Railroad near Trenton.

Erie and Pittsburg Railroad.

We learn that this work has progressed so far that the cars are now running on it from the junction with the Lake Shore Railroad, at Girard, to the town of Sharon on Shenango Creek, in Hickory Township, Mercer county, close to the Ohio State line, and that in a few days the cars will commence running still further South to Middlesex, in the same county and on the same stream, whose valley it follows. This is about half the distance from the Lake Shore road to the junction with the Pittsburg, Fort Wayne and Chicago Railroad. The remainder of the track is being rapidly laid, and early in the Spring the trains will run from Erie harbor to Pittsburg.

The Buffalo Commercial Advertiser says that a new railroad project is on foot and an application is to be made to the Legislature, to authorize towns on the proposed line to issue bonds in its aid. The plan is to use the Albany and Susquehanna road for about thirty-five miles, and then diverge northerly into Otsego county, through Cherry Valley, Springfield and other towns, and through Bridgewater and Sangerfield to Oneida county, and thence through Madison and Onondaga counties to Auburn, in Cayuga county. The projectors also entertain the idea of a further extension to connect near Geneva with the broad gauge line from Buffalo to Albany. It is thought that the Schenectady and Catskill road will be built, and a third rail laid, making a broad gauge line from the intersection of the Susquehanna to Catskill.

Railroad Earnings--Monthly.

The business of the Illinois Central Railroad for the month of January was:

LAND DEPARTMENT.

Acres construction lands sold	16,460.50	for \$187,055 17
Acres Interest Fund Land sold	242.59	" 2,292 59
Acres Free Lands sold	2,782.76	" 30,302 50

Total sales during month of January, 1864: 19,485 85 for \$220,100 26 To which add town lot sales 1,702 30

Total of all 221,802 56

Cash collected in January 118,274 67

TRAFFIC DEPARTMENT.

Receipts from passengers	\$128,615 88
" freight	164,226 20
" mails	6,358 33
" rent of road	4,000 00
" other sources	5,000 00

Total receipts in month of Jan., 1864 \$318,200 36 Total receipts in month of Jan., 1863. 299,944 02

The earnings of the Galena and Chicago Union Railroad Company for the month of January, 1864, were \$198,757 27 Corresponding month of previous year 132,517 52

Increase 6,289 75

The earnings of the Michigan Central Railroad for the month of January, 1864, were \$252,485 00 Corresponding month of previous year 242,073 00

Increase 10,362 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of January, 1864, were \$250,163 00 Corresponding month of previous year 248,784 00

Increase 15,348 00

The earnings of the Hudson River Railroad for the month of January, 1864, were \$501,281 39 Corresponding month of previous year 458,958 06

Increase 42,278 33

The earnings of the Chicago and Rock Island Railroad Company for the month of January, 1864, were \$155,034 00 Corresponding month of previous year 139,686 00

Increase 15,348 00

The approximate earnings of the Marietta and Cincinnati Railroad Company (as re-organized) for the month of January, 1864, were \$56,539 98 Corresponding month of previous year 38,202 72

Increase 18,337 26

The earnings of the Milwaukee and Prairie du Chien Railroad for the month of January, 1864, were \$102,748 00 Corresponding month of previous year 87,129 00

Increase 35,619 00

The earnings of the Cleveland and Pittsburg for the month of January, 1864, were \$139,414 00 Corresponding month of previous year 123,808 00

Increase 15,806 00

The earnings of the St. Louis, Alton and Terre Haute Railroad for four months ending December 31, 1862 and 1863, have been as follows:

	1862.	1863.
September.	\$95,969	\$153,469
October.	118,887	144,736
November.	143,748	129,166
December.	149,979	135,616

Total 508,583 \$562,987

Increase, 1863 \$54,404

The earnings of the Chicago and Northwestern Railway for the month of January, 1864, were:

	1862.	1863.
From passengers.	\$35,850 47	
" freight	58,752 59	
" mail	2,038 33	
" express	1,411 67	
" miscellaneous	75 00	

Total 98,123 06

Corresponding month of previous year 69,691 19

Increase 28,431 87

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending January 29, 1864, was as follows:

	1863.	1864.
Passengers.	\$23,692 18	
Freight and live stock.	41,467 12	
Mails and sundries.	3,864 92	

Total 68,524 22

Corresponding week of 1863 63,362 64

Increase 5,161 58

The earnings of the Galena and Chicago Union Railroad for the week ending January 31st, were:

	1863.	1864.
Freight.	\$32,602 07	\$43,762 78
Passengers.	7,260 93	11,595 14
Mails, &c.	1,733 50	2,980 00

Total 41,596 50 \$58,337 92

Increase 1864 \$16,741 42

The earnings of the Chicago and Alton Railroad Company for the week ending Jan., 31st, were:

	1863.	1864.
Passengers.	\$12,278 50	\$11,854 16
Freight.	16,044 42	14,662 41
Sundries.	1,534 23	1,035 33

Total 29,857 15 \$27,551 90

Increase 1864 \$2,305 25

The earnings of the Marietta and Cincinnati Railroad for the 4th week in January, were:

	1864.	1863.
Passengers.	\$13,147 23	\$4,843 00
Freight.	10,171 01	11,390 90
Mail, express & telegraph	1,086 50	1,268 29

Total \$24,404 74 \$17,487 19

The earnings of the Toledo and Wabash Railroad Company for the 4th week in January, were:

	1863.	1864.
Passengers.	\$7,315 60	\$10,760 00
Freight.	22,134 04	23,215 03

Total \$29,449 64 \$33,975 03

Increase \$4,525 99

Lake Superior Copper Mines.

Below we give the products of the mines mentioned for the month of December, 1862:

Franklin	67 tons and 210 lbs.
Grand Portage	23 "
Hancock (Nov. & Dec.)	9 "
Isle Royale	30 "
Pewabic	98 "
Quincy	133 "

From the agents' reports of the products of the mines in the Portage Lake District, we condense from the *Mining Gazette* the following comparative table, which will show the products of each mine for the past two years:

	1862.	1863.
	Tons. lbs.	Tons. lbs.
Quincy	1,252 1,498	1,472 1,581
Pewabic	1,026 1,789	1,088 752
Franklin	945 1,194	780 189
Isle Royale	520 1,030	372 920
Grand Portage	—	247 888
Hancock	66 846	72 820
Huron	98 874	69 283
Mesnard	33 000	—
St. Mary's	—	2 000
Totals	3,942 1,266	4,101 878

Showing an increase over last year's product of 158 tons, 1,652 lbs. Notwithstanding the scarcity of laborers, the Quincy, Pewabic and Hancock mines have increased their united products over those of last year 283 tons, 465 lbs. The Grand Portage, which yielded nothing last year, produced this year the handsome return of 247 tons, 888 lbs. The St. Mary's, which is another new mine, sends in barrel work to the amount of two tons. The Mesnard, although it is not printed in the above table, sent three tons and 1,185 lbs. of barrel work to the Portage Lake Smelting Works in October last; the Pontiac mine at the same time sent 1,680 lbs. The united products of the Franklin, Isle Royale and Huron mines have decreased 333 tons, 1,706 lbs.

The purity of the mineral smelted has been increased this year about 3 per cent., making a further increase of 120 tons. This, in connection with the uniform high price of copper, makes the past year the most profitable since the commencement of mining operations in the district.

The amount of ingot copper shipped from the Smelting Works during the season of navigation, 1863, was 3,971,735 lbs.

With the exception of the Quincy yield, all the mineral raised and cleaned in the Portage Lake District, has been refined at the Smelting Works. The Quincy mineral shipped should therefore be added to this, to obtain the actual shipments.

During the season of navigation the Quincy shipped 1,856 tons, 142 lbs.

Supposing this mineral will average 80 per cent purity, and it will probably go a little more, it would yield 2,169,718 lbs. of ingot copper. The amount of ingot yield shipped in 1863, would therefore be—

Smelting Works 3,971,735 lbs.
Quincy Company 2,169,713 "

Total 6,141,448 "

Which if sold at an average price of 30 cents per lb., would net \$1,842,434 40.

United States Mint.

The Annual Report of the Director of the United States Mint for the fiscal year ending June 30th, 1863, states that the coinage for this period has been much less than during the preceding year; although for that year it was much below former years. The same causes that contributed to reduce the coinage of 1862, are still in operation; and we cannot hope for any material increase until the Rebellion is crushed, peace restored, and consequent and increasing prosperity gladden our country.

The deposits of foreign coin and bullion were small; the importation of specie having greatly decreased, if not entirely ceased.

The amount of bullion in value received at the Mint and Branches, during the fiscal year, was as follows:

Gold, \$23,149,495 41; silver, \$1,674,805 90; total deposits, \$24,820,101 31. From this must be deducted the rebellion re-deposited, or bars made at one Branch of the Mint and deposited at another for coinage. This deduction being made, the amount will be \$23,701,887 31. The coinage for the same period was as follows:—Gold coin, \$20,695,852; fine gold bars, \$1,949,877 90; silver coins, \$1,174,092 80; silver bars, \$890,204 42; cents coined, \$478,450; total coinage, \$24,688,487 12; number of pieces of all denominations of coin, 51,980,575.

The distribution of the bullion received and coined at the Mint and branches, was as follows: At Philadelphia, gold deposits, \$3,401,374 55; gold coined, \$3,184,892; fine gold bars, \$156,039 74; silver deposits and purchases, \$386,189 73; silver coined, \$358,217 80; silver bars, \$6,897 83; cents coined, \$478,450. Total deposits of gold and silver, \$8,787,584 28; total coinage, \$4,184,497 88; number of pieces, 49,108,402.

The Assay office in New York received during the year, \$1,812,106 60 in gold bullion and in silver, \$325,586 26. Fine gold bars stamped at that office, 1488; value, \$1,793,888 16; silver bars, 1916; value, \$158,542 91; total value of gold and silver bullion, \$2,137,642 82. The Branch Mints in the States now in rebellion, are not in operation, and no reports have been expected or received.

The surprising developments of gold and silver production in the interior of our national territory are alluded to. Idaho is the present California. The deposits from there have included grades of fineness from 798 to 949 thousandths. Not less promising are the mines opening in Washington and Oregon. The Oregon gold is nearly equal to that of California, while that of Washington Territory varies from 650 to 938 thousandths. Enough is now known of these two Territories to warrant the statement that in quantity and quality their products will rival or surpass the product of California. Arizona is yielding both gold and silver, and the quantity is unlimited. The copper coinage has been very large, amounting to 164,011,000 nickels. The profits from the nickel cent pay all the expenses of coinage and distribution. Notwithstanding this, the report recommends that the coin be further depreciated by the omission of all nickel, retaining its present size and devices, being composed of nine per cent. copper, the remainder tin and zinc in suitable proportions.

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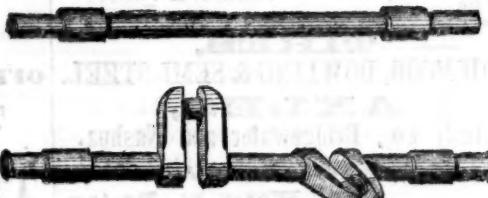
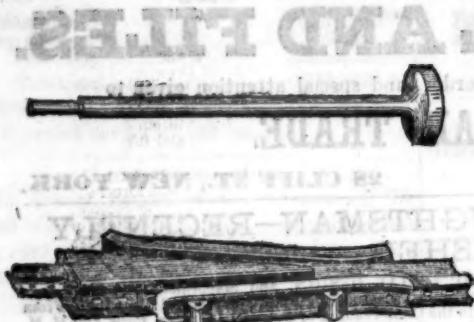
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OFFICE OF THE ILLINOIS CENTRAL R. R. CO.,
New York, January 5, 1864.
Resolved, That the holders and owners of all shares of the stock of this Company, and of all obligations of the Company or provisional certificates authorizing the entry of shares thereof, upon which ninety dollars per share has not been paid, be required to complete the payment of ninety dollars per share thereon prior to or upon the twentieth day of February next, at the office of the Treasurer of this Company, in the City of New York, and that in default of such payment the shares will be sold at public auction, pursuant to Section four of the Charter of the Company.

By order of the Board.

L. A. CATLIN, Secretary.

PATENT SOLID EMERY WHEELS

THE New York Emery Wheel Company, after a long series of experiments have so perfected the method of manufacture of their improved wheels as to be able to fill promptly all orders for wheels in quantities. Our invention is pronounced by all who have used our improved wheel to be superior in every respect to any method heretofore known for combining emery for cutting, grinding or polishing purposes. Our Emery oil stones are superior to the Arkansas stone. Emery hones, knife sharpeners, etc., constantly on hand. Send for circular and price list. Address **JOSIAH BARTLETT**, Office No. 51 Beckman st., (up-stairs,) New York.

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MUTUAL LIFE
INSURANCE CO.**

CASH ACCUMULATION..... \$2,930,000
CLEAR SURPLUS..... 1,250,000

WILLARD PHILLIPS, Pres. B. F. STEVENS, Sec.

DIRECTORS.

**Charles P. Curtis, William B. Reynolds,
Thomas A. Dexter, Geo. H. Folger,
Marshall P. Wilder, Francis C. Lowell,
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**JOHN HOPPER, Agent & Attorney for the Co.,
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**KNICKERBOCKER
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THE STANDING OF THIS COMPANY, According to the Insurance Commissioners' Report, is

215,87,

PLACING it ABOVE all CONTINGENCIES as to SAFETY. Dividends Large. Liberal Inducements.

ERASTUS LYMAN, Pres't, GEO. F. SNIFFIN, Sec.**B. F. JOHNSON, V. Pres. JNO. A. NICHOLS, Gen. Agt.**

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